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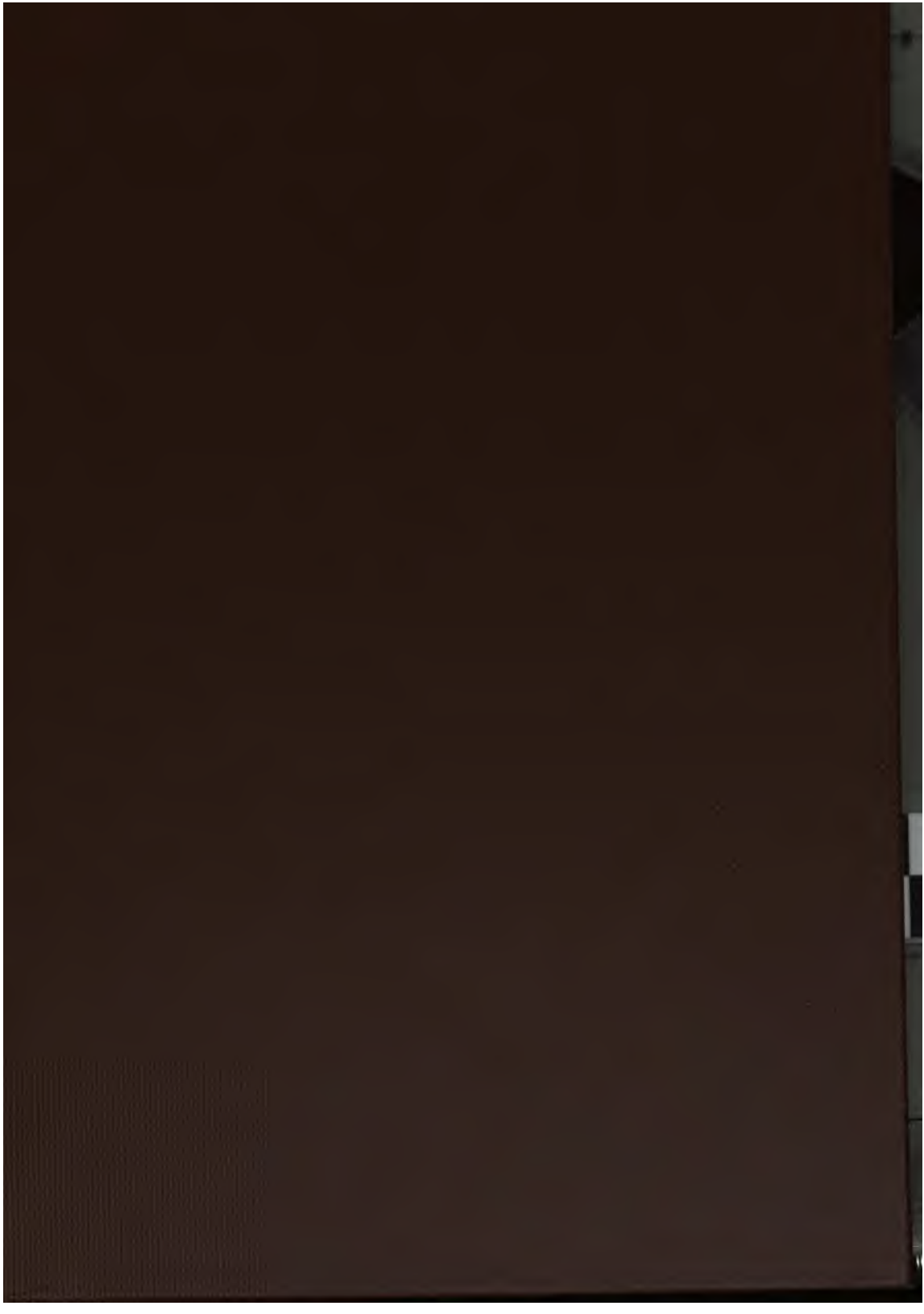

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MOSES GREENLEAF

MAINE'S FIRST MAP-MAKER: A BIOGRAPHY

THE series of publications of which this volume is the second, is dedicated to the memory of that magnificent Englishman who collected the first private library in his Kingdom and wrote the first treatise on the Love of Books ever known — RICHARD DE BURY: 1287–1345. He was Bishop of Durham, and was Lord Chancellor and Keeper of the Great Seal under Edward III. He added to his loyalty to the Crown a surpassing love for books and the delights of scholarship. The De Burians of Bangor, Maine, U. S. A., the only Book Club in the World bearing his name, wish to be known as lovers of books and as disciples of De Bury in his care for prized volumes, his reverence of their worth and his devotion to the advancement of learning.

MOSES GREENLEAF

MOSES GREENLEAF

MAINE'S FIRST MAP-MAKER

A BIOGRAPHY: WITH LETTERS
UNPUBLISHED MANUSCRIPTS AND
A REPRINT OF MR. GREENLEAF'S
RARE PAPER ON

INDIAN PLACE-NAMES

ALSO

A BIBLIOGRAPHY OF THE MAPS OF MAINE

EDITED BY
EDGAR CROSBY SMITH

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BANGOR
PRINTED FOR THE DE BURIANS
1902

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To My Mother

WHO, IN MY BOYHOOD, FIRST INSPIRED IN ME A LOVE OF BOOKS AND ENCOURAGED ME IN FORMING A LIBRARY, THIS VOLUME IS LOVINGLY DEDICATED.

PREFACE

IN preparing this book for The De Burians and the few persons enough interested in such a work as to care to possess a copy, the editor has received generous assistance from many persons and he desires to express his grateful appreciation for the same. To Samuel Lane Boardman of Bangor, for kindly expressions of interest and encouragement in the work; to Hon. Leonard D. Carver, our State Librarian, Augusta, for placing at the editor's disposal many valuable documents and works in the state library, also for encouraging words; to Mrs. Rose B. Porter of Bangor, for the generous loan of valuable notes prepared by her late husband, Hon. Joseph W. Porter; to Mrs. Eliza W. Hazzard of Bangor; to Mr. Hubbard W. Bryant, librarian of the Maine Historical Society, Portland; to Rev. Anson Titus of Tufts College, Massachusetts; to Miss Elizabeth Merrill of Williamsburg, and others, for information given and assistance rendered.

FOXCROFT, Nov. 15, 1902.

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INTRODUCTION

IT is with great satisfaction that the De Burians of Bangor present to its members and to the small number of gentlemen and libraries interested in their work, the second publication of the club. It follows directly in the same path of its first volume and thus keeps closely to the objects of the club in its work — the printing of books in limited editions which relate to books, printing, local history, biography and bibliography and which should be regarded as original contributions to some one of these subjects.

The subject of this volume is a most worthy one. As our first book was devoted to one of Maine's pioneer printers, the present volume is a biography of Maine's first map-maker. Maps, equally with books, are a legitimate branch of bibliography, and it is a matter for satisfaction to its members that it has been left to The De Burians to cause to be prepared and printed the only biography of one of the most remarkable men which our State ever had, thus rescuing from forgetfulness an author and publicist who, more than any other man, deserves to be called the maker of the State of Maine.

For many years before the separation of Maine from Massachusetts there had been an active controversy regarding independent statehood for the District of Maine. It was discussed by the leading men, carried into the columns of the few newspapers then printed, and separation was attempted by residents of Maine, representatives to the General Court of Massachusetts, many years before separation took place and Maine was admitted to statehood in 1820. While many of the leading public men of the District were actively interested in separation, the one man who did more by his writings to influence both Maine and Massachusetts to an act which led to Maine's statehood was Moses Greenleaf — a most learned, intelligent, clear minded, far-seeing publicist, and a man greatly in advance of his time and his contemporaries in grasping the question of separation, the value of our natural resources and the importance of statehood for the District of Maine.

Moses Greenleaf belonged to a remarkable family. His brother Simon was a lawyer of acknowledged ability, Royal professor of Law at Harvard University from 1833 to 1846, Dane professor of Law from 1846 to 1848 and Professor Emeritus of Law from 1848 to 1853, author of a profound treatise on the Law of Evidence and first Reporter of Decisions of the Supreme Court of Maine in which capacity he published nine volumes of law reports, 1822-1832. Another brother, Jonathan, was a learned divine and author of a work on the ecclesiastical history

of the State. Moses Greenleaf was the earliest writer on the physical resources of Maine and his articles and books did much to attract attention to the wealth of timber, mineral resources, manufacturing advantages and agricultural capabilities of the District of Maine. In 1816 he published his Statistical View of Maine—an original work of great merit. In 1829, nine years after Maine became a state, Mr. Greenleaf published his second book: A Survey of the State of Maine, in Reference to its Geographical Features, Statistics and Political Economy. This was a rewritten and elaborated edition of his former work. The various subjects were more extended, more carefully written and more abundantly illustrated by references and statistics than those in his first work. This volume was accompanied by an atlas of maps, seven in number, which, according to a writer in Appleton's American biographical cyclopedia, were "the best made to that date." Both these early books relating to Maine and the maps accompanying them are fully described in the present volume. The original map of Maine by Mr. Greenleaf — of which a reproduction is given in this volume — is two feet one inch by three feet four and one-half inches in size, and is a most beautiful specimen of pen work.

We but do justice to a remarkable man, now almost forgotten, by saying that Mr. Greenleaf through his published writings and his accurate and beautiful maps, did more than any other man to make known to two

states the value and importance of Maine while it was simply a district under the government of Massachusetts; and to say that these works did more to acquaint people with a true sense of the immense natural advantages of Maine and to influence public opinion in favor of separation than any other agency or the work of any other person, is but to state a plain fact. Mr. Greenleaf was the real state-maker of Maine.

At the Centennial Celebration of Bangor in 1869, Hon. John A. Poor of Portland, one of the most eloquent speakers Maine ever produced, and most influential in the building of the European & North American railway, at an after-dinner speech in Norombega Hall, said: "I became interested in the railway at a very early day and I am glad of the opportunity of saying in this hall, that I owe it largely to the influence of a distinguished citizen of the state, to whom its people — especially of the Penobscot valley — are more indebted than to any other man, whose memory is still cherished and whose monument will some day be erected here, Moses Greenleaf. He was my teacher and my most valued friend to the time of his lamented death in March, 1834. To great scientific attainments and large practical knowledge Mr. Greenleaf united a sanguine temperament with an enthusiasm which carried him far beyond his contemporaries in comprehending the natural advantages and resources of Maine, as shown in his two volumes published in 1816 and 1829, respectively. The eloquent

allusion to him in the messages of Gov. Lincoln to the Legislature in 1828 and 1829 will always give his name a prominent place in the history of our state should no monumental stone mark the final resting place of his ashes."

Beside comprising a biography and bibliography of Moses Greenleaf the present volume is enriched by many important related papers. Of special value is the reprint of the rare tract on the Indian Place-Names of Maine furnished by Mr. Greenleaf to the American Society for Promoting Civilization and General Improvement of the Indian Tribes of the United States, in 1824, long since a very rare and scarce publication. That Society was founded by Jedidiah Morse, father of Samuel F. B. Morse, who was one of the most eminent scholars of the last century, author of many educational works and a correspondent of Mr. Greenleaf. The Bibliography of the Maps of Maine is an original work of much value to the student of Maine history and a real contribution to the bibliography of the state. It comprises descriptions of about 100 more maps than any previous list of a similar nature.

It has been most fortunate for The De Burians that one of their number, Judge Edgar C. Smith of Foxcroft, the editor of the present work, is a descendant of Maine's first map-maker and that the papers of the late Moses Greenleaf — of which he has made so good use in this volume — have been in his possession for some years.

Although no memorial stone may be raised to Mr. Greenleaf's memory — as John A. Poor fondly hoped would be the case — it is a degree of satisfaction to The De Burians that they have been instrumental in embalming his work and memory upon the printed page which is more enduring than bronze or marble.

In behalf of The De Burians,

SAMUEL LANE BOARDMAN,
President.

BANGOR, Nov. 15, 1902.

MOSES GREENLEAF: A BIOGRAPHY

MOSES GREENLEAF

I. EARLY LIFE. 1777–1810

MOSES GREENLEAF—or Moses Greenleaf Junior, as he was known to the members of the family—was the oldest of a family of five children and an illustrious one in the annals of Maine, relating to the early history of the century just past.

Moses, Jr., author and land surveyor, one of the best authorities of his day, and undoubtedly the best, on the interior lands of Maine, and the best way of developing them, and the maker of the first authentic map of the State.

Simon, lawyer and author, first reporter of decisions of this State, the author of the standard work on the law of evidence in use at the present day, and Royall professor of law at Harvard College.

Jonathan, minister of the gospel and author, closely identified with the early ecclesiastical history of our State, ordained to preach at Wells in 1814, afterwards

pastor of the Mariners Church in Boston, and the Wallabout Presbyterian Church in Brooklyn.

Ebenezer, deep sea captain and land surveyor. A pioneer settler of the interior, and closely allied with his brother Moses in his work of surveying and map making.

Clarina Parsons, the wife of Elezer Alley Jenks who was one of the pioneer printers and publishers of Maine. Mrs. Jenks was one of the most charming ladies of the "old school," a polished artificer in the almost lost art of letter writing, and a poetess of no mean ability. Four sons and one daughter.

The father of Moses Greenleaf, Jr., was Moses Greenleaf, Sr., who was the second son of Jonathan Greenleaf of Newburyport, and was born in that town May 19th, 1755. He was a ship carpenter by trade, but at the age of nineteen he entered the American army as a lieutenant. He served until nearly the close of the Revolution, having been in 1776 commissioned as a captain. In the year 1781 he commenced the business of shipbuilding in his native town, which he continued until 1790, when he removed with his family to this State, having during the nine years he was engaged in that business built twenty-two ships and brigs. In August, 1776, he married Lydia Parsons, the daughter of Rev. Jonathan Parsons, a celebrated divine of his time. He died in New Gloucester, Maine, December 18, 1812. His wife survived her husband more than twenty years, dying at

Williamsburg where she had been residing with her son Moses, March 21, 1834, aged 79 years.

The grandfather of Moses Greenleaf, Jr., was the Honorable Jonathan Greenleaf, born at Newbury, July, 1723, at which place he resided all his life. By occupation he was a ship carpenter and builder, which business he conducted successfully for nearly half a century and accumulated a large estate. He was much engaged in public life and during the whole period of the Revolution held some public office. At the commencement of the war he was a member of the Continental Congress, and later was in the Senate and House of Representatives. He died of old age May 24, 1807. He was married at the age of 21 to Mary Presbury, the daughter of Edward Presbury to whom he was apprenticed.

The great grandfather of the subject of this sketch was Daniel Greenleaf, born at Newbury, December 24, 1690, and drowned at Newbury bar in January or February, 1729. He followed the sea. His wife was Mary Moody.

John Greenleaf, the father of Daniel, was born June 21, 1662, and died June 24, 1734. He was born, lived and died in old Newbury. He was twice married, first to Elizabeth Hills, by whom he had ten children, and his second wife was Mrs. Lydia Pierce, the widow of Benjamin Pierce, Esq.

Stephen Greenleaf, the father of John, was born in England in 1630. He came to New England with his

father in 1635, and resided in Newbury until his death. He was a captain in the militia, and went with his company to Cape Breton in the Indian wars. He was wrecked in company with nine others near the coast of Cape Breton, December 1, 1690. In 1651 he married Elizabeth Coffin by whom he had ten children.

Edmund Greenleaf, the common ancestor of the Greenleafs of America and the father of Stephen, was born in the parish of Brixham and county of Devonshire near Torbay, England, in about the year 1600. He married Sarah Dole and several children were born to them in England. In 1635 he came to this country with his family and settled in Newbury. He was a silk dyer by trade. In 1650 he moved to Boston where his wife died. He afterwards married a widow Hill. He died in the year 1671.

By the foregoing genealogical sketch it appears that the ancestors of Moses Greenleaf, Jr., always resided in Newbury from the time of the coming of Edmund, (with the exception of the few years that he resided in Boston) up to the time that Moses was born, a period of about 150 years.

Moses Greenleaf, Jr., was born at Newburyport, Massachusetts, October 17, 1777, and up to the age of thirteen years he resided in that town. In November, 1790, his parents removed to New Gloucester in the district of Maine, and settled upon a farm; his father following the occupation of farming to the time of his death.

In such schools as this new country afforded at the time, and in tilling the farm for his father, Moses laid the foundation of his education; and when the word foundation is used, it is used designedly, for nothing but a foundation could here have been made for that mind which afterwards so broadened and expanded so as to make him one of the foremost men of his time, in all matters that related to the development and settlement of the interior of Maine. His real education was acquired in the school of life, by reading and reflection, by the literary pursuits to which his mind was so much inclined, by business and reverses in business. In speaking of his early misfortunes he says in a letter to his brother-in-law, under date of September 14, 1806: "I have *experienced* too many of these vicissitudes to be startled at them, & my experience has convinced me that such are *not evils*. So far from it that almost all the *good* I have enjoyed for these seven years, has been elicited from seeming ill, & though I now consider my present situation & prospects as happier & brighter than they have been heretofore, yet I have been forced into it by what the ignorant & misjudging call misfortune." In March, 1799, a few months after he had attained his majority, he left the farm of his father and entered upon a mercantile career, opening a general store in New Gloucester. He continued in business there for about three years, and then removed to Poland, where he remained about one year. Whether he carried on

his mercantile business at the latter place is uncertain, but it is quite probable that he did as it appears that he had no other vocation prior to the year 1806. Some time during the summer of 1803 he moved from Poland to township number two in the third range north of Waldo Patent, and settled in what was then known as Kenduskeag settlement, now included in the present town of Kenduskeag. He remained at Kenduskeag only a short time, for as early as February, 1804, we find him located in Bangor and engaged in business.

It was while he was located in Bangor that he married. His wife was Persis Poor of Andover, Maine, and daughter of Deacon Ebenezer Poor and a sister of the wife of Jacob McGaw, Esq.

A mercantile life is not suited to a man of Mr. Greenleaf's temperament, consequently he was not successful, and in the fall of 1806 abandoned it. In the same letter referred to above he expressed himself as follows: "May it not be that Infinite Wisdom designing the *greatest possible good*, has so disposed of events that, instead of suffering you to protract a laborious anxious profession, in which the prospect before us promises nothing on which the mind can rest with satisfaction, he has torn you from it while you are in the full possession of all your powers, that they all may have their share of action, & some faculties be called forth to make a figure which otherwise must have rested in obscurity."

It was during his stay in Bangor that Mr. Greenleaf became personally interested in the development of the

wilderness of the interior of Maine. Although as early as 1802 he had made some small investments in Eastern Lands, purchasing of Joseph Ellery Foxcroft two forty-sixths of township number five in the eighth range, now the town of Foxcroft; and from 1802 to 1806 he bought and sold various small tracts, and dealt quite a little in wild lands, but in none of these transactions was the settlement of the lands an object in view.

On May 15, 1804, Mr. William Dodd of Boston purchased from the Commonwealth of Massachusetts township number six in the eighth range, north of Waldo Patent, (afterwards incorporated as the town of Williamsburg, and so named in honor of the proprietor) with the usual conditions for the settlement of twenty families in four years and twenty more in eight years. Mr. Dodd not intending to personally settle on his new possession, it became necessary for him to supply in his stead a competent representative, who would settle there and induce others to come, parcel out the land to them, attend to the building of roads and the very many other things necessary for the convenience of the settlers, and to protect the interests of the proprietor.

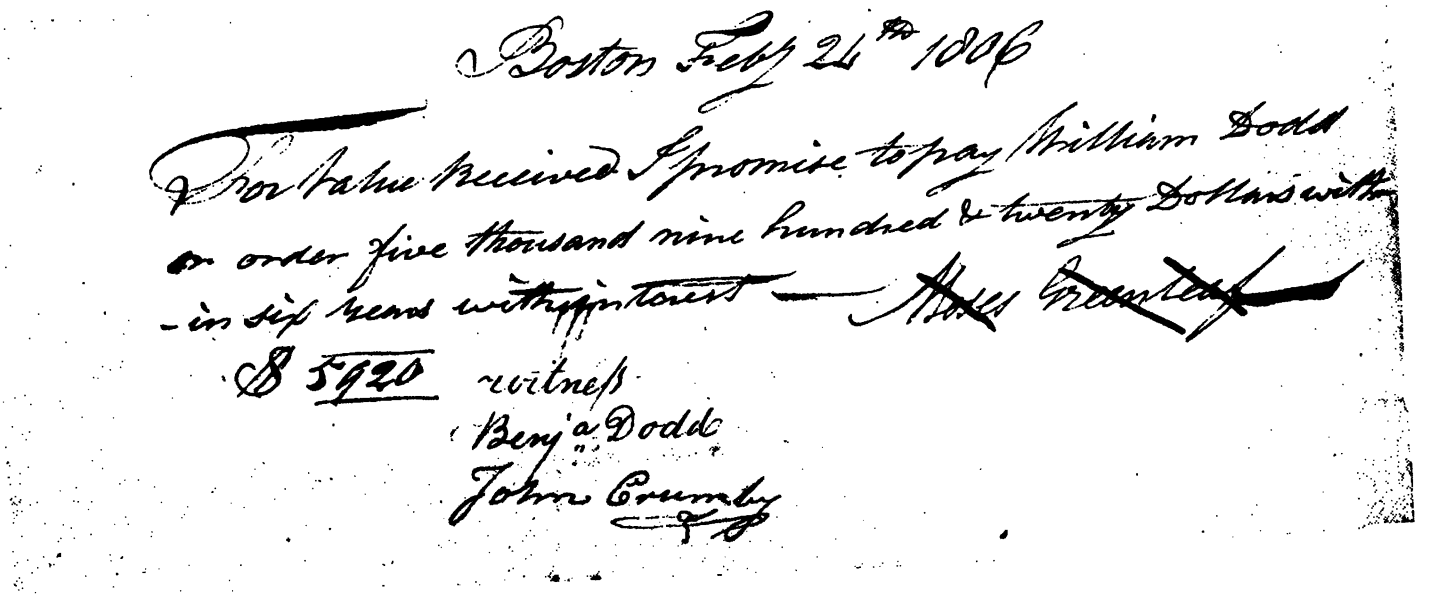
After his settlement in Bangor, Mr. Greenleaf became firmly convinced that a mercantile life was not suited to his tastes and temperament, and that in it there was no prospect of success for him; consequently in the latter part of the year of 1805 he entered into negotiations with Mr. Dodd. As a result, on February 24, 1806, he purchased a one-fourth interest in Mr. Dodd's township and

entered into a partnership agreement, in relation to the management of the joint property. It was this agreement that shaped the future of Mr. Greenleaf's life.

I will quote a portion of article second. The first part relates to the settlement of families in the township, and continuing recites viz: "on one of which settlements said Greenleaf will within four years from the last of July next, reside with his family as one of the settlers before mentioned, & continue thereon until the final period for completing said settlements as above expressed, under penalty of five hundred dollars, which he hereby promises to pay to said Dodd in case of essential neglect, without deduction in chancery or otherwise; it being a principal object with said Dodd to have said Greenleaf a permanent settler & resident in said township."

This was the turning point in Mr. Greenleaf's career, and a step in the direction which was to make him a prominent figure in the history of Maine. By the terms of the agreement he had four years in which to prepare himself for his pilgrimage into the wilderness of Maine, where he was to provide a home for himself and family, and achieve for himself a name and fame as enduring as the bulwarks of the State which he was to contribute no small part in forming.

That he appreciated the gravity of the step he was taking, is evidenced by remarks in a letter to a friend



Boston Feby 21st 1806

For Value Received I promise to pay William Dodd or order five thousand nine hundred & twenty Dollars with - in six Mons with Interest — Moses Greenleaf

$ 5920 witness

Benja Dodd

John Crumby

NOTE GIVEN BY MR. GREENLEAF FOR ONE FOURTH OF WILLIAMSBURG

written during that year, yet he looked into the future with the bright side continually before him. He says: —"The happiness of your family may require that you engage in some business where all the conveniences of society, alias a throng, are to be found & where on a limited view of things it will appear that the opportunity of educating your children in such a manner as to qualify them for any sphere in which they may be called to act, is to be found, & *there only*. But what extraneous circumstances are necessary to happiness? Is it continual intercourse with a multitude, the greater part of whom you must cordially despise? Is it placing your children at schools where with the rudiments of science, they will also imbibe the *vices* of their *companions?* Where the distraction of a variety of objects & the fascinations of what is misnamed *society* will preclude them from any but *superficial* attainments? Are the petty luxuries of the table, the conveniences of smooth roads, &c., &c., &c., objects of solicitude? I am certain these are not so to you. What then? *independence*, competence, rank & respectability. *My plan* affords the means of attaining all these with the least possible chance of failure. I have not developed to any one the *extent* of my views, nor the strong & increasing probabilities I have of success. However improbable it may appear to you,—a society *will* in a *very few* years be found north of the Piscataquis which will approach *nearer* to your own ideas of the useful and agreeable, than any

which I am acquainted with in any of the country towns in Maine. What difficulties are insuperable to those determined to conquer them?"

Thus it will be seen he realized the difficulties and hardships he had got to contend with, yet he entered upon his mission with a firm determination to surmount the difficulties and endure the hardships.

During the summer of 1806 he closed out his business in Bangor, and commenced on his new duties connected with the settlement of the township of which he was now a joint owner; however he did not move to Williamsburg until the summer of 1810, at nearly the expiration of the period of time allowed him in his contract with Mr. Dodd. He remained at Bangor until the latter part of the year of 1807 or the early part of 1808, when he removed with his family to East Andover, where he made it his home until he moved into the wilderness and commenced the real life of a pioneer.

While Mr. Greenleaf was an enthusiast on the subject of the development of the interior of Maine, every word which came from his pen, and every recorded utterance, came from one who was living the life in the heart of the country in whose future he so faithfully believed, and who knew of the hardships and vicissitudes to be endured, as well as of the advantages and benefits to be attained.

During the period from 1806 to 1810 he was undoubtedly busily engaged in promoting the interests of the

new country in which he was to settle, and making the necessary preparations prior to taking up his habitation there.

During the winter of 1807 he visited Boston while the General Court was in session, and took an active interest in the doings of that body. Among the measures under consideration in which he was personally interested and exerted his influence as a member of the "third house" were the Quebec road matter, a turnpike road from Bangor to number six in the eighth range (Williamsburg), and above everything else he was interested in the question of separation which was being agitated at that session of the legislature. In a letter written while in Boston he enthusiastically expresses himself: "Massachusetts will be restored to correct principles! — for the "squatters" are about to manage their affairs in their own way. A caucus was held yesterday morning on the subject of *separation*, & adjourned to this evening, six o'clock; the Demo's are decidedly in favor, & many of the Federalists. Who knows amid the revolutions that are impending what may await us? Governor King! Chief Justice Widgery!!! How do they look together?"

The Federalists of Maine as a majority opposed separation, yet some of their numbers favored the measure, and Mr. Greenleaf although an ardent Federalist, cast his lot with the minority of his party and supported the cause of separation.

While in Boston he made a contract with Samuel Parkman to settle township number eight in the eighth range, which is the second township west of Williamsburg, and the present town of Willimantic. According to the terms of the agreement, which is dated March 3, 1807, Mr. Greenleaf was to have thirty families settled in the township on October 1, 1809. It does not appear that he ever attempted to perform this contract. Only a short time previous he had made his negotiations with Mr. Dodd for the settlement of Williamsburg, in which he agreed to have forty families settled in that town by July, 1812, and coupling the contract with Mr. Parkman to this, it would have been a stupendous undertaking for one man, with no particular amount of capital at his command, and depending solely on his own personal efforts, to induce settlers to come into the country and take up the land. At this time however the District of Maine was the centre of attraction for the land speculators, many new towns were being incorporated, and immigration to the new country in the interior quite considerable. It is very probable at so favorable a time, and being enthusiastic himself over the project, that Mr. Greenleaf thought he would be able to settle both towns within the time limit, but confronted with the actual work he found a much harder task than he had contemplated.

It does not appear that anything was ever done towards the fulfillment of the Parkman contract. It was undoubtedly cancelled.

In the summer of 1810 he moved with his family to Williamsburg. He probably preceded his family a few weeks in order to erect a building to shelter them, for besides his wife, he had at this time two small children, of the ages of five and three years. He selected as a site for his homestead a lot of land on the highest elevation in the township, overlooking the country for miles around, and commenced the erection of his dwelling. The place has ever since been known as Greenleaf's hill. At that time he built only that part of the buildings which is now the ell of the house. The main house was not erected until six or eight years later; but before the winter of 1810-11 he was comfortably settled in his new home in the heart of the interior of the state, where he was to pass the remainder of his life.

II. IN WILLIAMSBURG. 1810–1834

AFTER arriving in Williamsburg, Mr. Greenleaf at once became actively engaged in the multitudinous duties devolving upon him. He commenced the clearing of his farm, and during the summer and fall of 1810, erected a dwelling. A few settlers came with him, or a short time previous to his coming, and this necessitated the surveying and lotting of the township, in order to parcel out to them their lands. The surveying was principally attended to by his brother Eben, who settled in the town at about the same time as Moses, but the work was all done under the direction and supervision of Moses.

Previous to his settlement in the interior, he had been deeply interested in the problem of settling this part of the state, and now he commenced a personal exploration of the country, with the view of ascertaining the quality of the lands, the portions best adapted to agriculture, the natural resources, and the accessibility of the same for settlement.

Very early in his investigations he discovered that many mistaken ideas prevailed in regard to this portion of the state, and that the public had no reliable source to turn to for information regarding their possessions in the wild lands of Maine. As he states in the introduction to his first book, many thought it was a land "rich beyond all other parts of New England, affording a fund for the future resources of the state, great beyond calculation, and almost inexhaustible," and others considered it, "as a barren, frozen region, unfit for the support of man, and unworthy the attention of the legislature."

Mr. Greenleaf admits that his views were of the most sanguine, but after coming into the country, and extending his researches and inquiries to every quarter where information could be acquired, he arrived at the conclusion that the value of the territory had never been accurately estimated by anybody. Acting on this conclusion, he deemed it advisable to collect together all the facts in relation to the country obtainable, and he commenced a series of personal explorations, and opened correspondence with numerous persons from whom he could obtain information, as well as gleaning such data as he could from the public records.

He found himself much handicapped in his work, by having no accurate map of the state to refer to, and he soon decided to compile one. From 1810 to 1815, all the time that he could spare from his other labors, was

devoted with untiring energy to the collection of material for his map, and in connection with it, information relating to the undeveloped territory of the district.

He decided to publish his Statistical View of Maine, to accompany the map, and the two appeared simultaneously early in 1816. The book had far more to do with establishing his reputation as an authority on Maine lands, than the map, for the latter had no claims to being entirely original. The amount of labor expended in their production must have been very great; far more so than would be necessary at the present day, for the gathering of the material rested solely with the author.

On October 17th 1812, he was commissioned to Justice of the Peace for the county of Hancock, an office coincident with that of our present Trial Justice. For many years after this he was the principal acting magistrate of his section of the country, and many civil cases, such as were within his jurisdiction, were tried before him. From 1812 to 1816 his court was in session nearly every week for the trial of cases. He heard the cases at his residence, and suits from all of the neighboring towns were there tried before him. In 1816, when Penobscot County was formed, Mr. Greenleaf was appointed one of the justices of the Court of Common Pleas, and in 1819, when this court was abolished and the Court of Sessions instituted in its stead, he was appointed a Justice of this Court.

From 1816, after his appointment as an associate justice of the Court of Common Pleas, Mr. Greenleaf

was known to the public as Judge Greenleaf, and by this title was always addressed by his friends and acquaintances. He was also appointed one of the Justices of the Peace and Quorum for the County of Penobscot when the county was formed. Both his commissions, that of Justice of the Court of Common Pleas and Justice of the Peace, bear the date of March 20th, 1816.

As early as 1813, Mr. Greenleaf was considered an authority on Eastern Lands, by those who knew him, although it was not until the appearance of his first book in 1816, that he was generally recognized as such. In 1813 a committee appointed by the legislature to investigate the Eastern Lands with a view to ascertain the quantity, quality and accessibility for settlement of the same, addressed Mr. Greenleaf for reliable information on the subject. The committee propounded nine questions relating to the lands, which were answered in detail.

The full text of the questions and answers will be found in the appendix. In closing his reply to the committee, Mr. Greenleaf embraces the opportunity to urge upon the legislators the great necessity for good roads and liberal terms of sale, as the things above everything else, that would most aid in the settlement and development of the country. He wrote as follows: "From ten years of interested observation, and the concurrent opinion of all with whom I have had opportunity to converse, and on whose judgment I could rely, I am fully

convinced that to fill the interior of the District rapidly with inhabitants, nothing is more necessary than *good* roads, and liberal terms of sale — that on this subject parsimony is real *waste* and an extensive, liberal and vigorous system of improvement the only true economy."

On February 13th, 1816, Mr. Greenleaf with Samuel Reddington of Vassalborough, agreeably to a resolve of the General Court, was appointed to survey and lay out a road from the northerly extremity of the road then laid out through the Indian townships, so called, on the west bank of the Penobscot (now Edinburg), through the land of the commonwealth (Lagrange) to township number two in the seventh range (Medford), and through that township to number three in the same range (Milo), thence on through Brownville Mills and Williamsburg to township number six in the ninth range (Katahdin Iron Works), thence onward to the land of the commonwealth lying northerly of the last named township.

They were authorized to survey, and if the public good required it, to lay out the road, and further, to contract for the building of it, so as to make it passable for carriages. About the first of May of the same year, they commenced the work of the survey, which was completed in about twenty days. Sometime afterwards the road was built, and for many years it was the principal highway through the townships over which it passed. Parts of it have now been discontinued, in Williamsburg and Katahdin Iron Works, as settlements

THE COMMONWEALTH OF MASSACHUSETTS.

To the Sheriff of the County of Hancock, his under Sheriff or Deputy, or either of the Constables of the town of Jebec *in the said County of Hancock,* Greeting:

BECAUSE Luke Perry of Jebec in the County of Hancock, on the twenty sixth day of November in the year of our Lord 181 2 before Moses Greenleaf Esquire, one of the Justices of the Peace for the said County of Hancock, acknowledged that he was indebted to Mark Trafton of Goldsmith in the County of Hancock in the sum of twenty five Dollars ninety six cents which he ought to have paid on the first day of December last and which (remains unpaid, as it is said:)

25-96
25
26 21
62

WE command you therefore, that of the Goods, Chattels, or Real Estate of the said Luke Perry within your precinct, you cause to be paid and satisfied unto the said Mark Trafton at the value thereof in money, the sum last aforesaid, with twenty five cents more for this writ, and thereof also to satisfy yourself your own lawful fees: And for want of goods, chattels or real estate of the said Luke Perry to be found within your precinct, to the acceptance of the said Mark Trafton to satisfy the sums aforesaid, and your said fees; we command you to take the body of the said Luke Perry and him commit unto our gaol in our county of Hancock, aforesaid, there to be detained in the said gaol, until he pay the full sums aforesaid, with your said fees, or that the said Luke Perry be discharged by the said Trafton the creditor, or otherwise by order of law. Hereof fail not, and make return of this writ, with your doings therein, unto the abovenamed Moses Greenleaf within sixty days next coming.

Witness the said Moses Greenleaf at Bangor the third *day of* March *in the year of our Lord* 1813

Moses Greenleaf

REPRODUCTION OF EXECUTION ISSUED BY MR. GREENLEAF

were not made in the parts of these towns over which the road was built; but the greater part of the remainder is still travelled to day, and exists as a lasting monument to Mr. Greenleaf's progressiveness, and persistent efforts to open up the new country to communication with the outside world, and to give the settlers in the interior, access to markets, and communication with each other.

In his travels through the interior, and in occasional meetings with the Indians, Mr. Greenleaf took especial pains to learn the Indian names of all the lakes, rivers and mountains of the state, and as far as possible, the correct meaning of the names in the English language. It was his opinion, and one which he confirmed by numerous practical tests, that all the aboriginal names were descriptive, and that if they could be properly translated, much valuable information would be acquired; for the names being descriptive, a search could be instituted for the property or quality indicated, which might lead to beneficial results. For example he cites a striking illustration, in his letter to Rev. Dr. Morse, the secretary of the American Society for promoting civilization and general improvement of the Indian tribes of the United States, under date of November 28, 1823; the Indian name of the west branch of Pleasant River, which flows through the Katahdin Iron Works township, is Munna-lam-mon-un-gun, meaning very fine paint, or place where it is found. The Indians used mineral ochre for face paint, and Mr. Greenleaf states that the iron ores

and ochres here found, were from inquiries incited by the translation of the Indian name.

The discovery of iron ore on this township, the editor believes, should be accredited to Mr. Greenleaf, although he in his natural modesty, makes no claim to the distinction. He was particularly active in his efforts to develop the industry, and to interest some person or persons to form a company to work the mine. In order to have conclusive evidence of the quality of the deposits there, he with his own hands, smelted some of the ore, and made the iron into a horseshoe, which he carried with him on one of his many journeys to the state capital at Portland, to exhibit to the members of the legislature, and to others who might be interested, that they might see with their own eyes, what they were loth to believe from verbal and written testimony of others.

He was quite familiar with the aboriginal names of northern Maine, and in most instances could give the proper English equivalent. A monument to his knowledge is left in his contribution to the Society for Promoting Civilization and Improvement of the Indian Tribes, which appears in full in the appendix.

Among the important discoveries made by Mr. Greenleaf was that of slate, which is found in various parts of Piscataquis county. As early as 1814 he had discovered the extensive deposits in Williamsburg, and had gotten out specimens and sent them to Boston, where it was pronounced equal to any of the Welsh product, and

superior to any American, on account of its unfading color and toughness. By 1825 he had a thorough knowledge of all the slate deposits within a radius of twenty-five miles, knowing of the Monson and Brownville slate, and evidences of a large deposit on the Penobscot River. He kept his information as close as possible, hoping to develop the quarries at Williamsburg first, in order to aid in the settlement of that town, of which he was agent.

As soon as the discovery was made he began to advocate the opening of the quarry, but the principal proprietors of the town, upon investigation of the expense of opening the quarry, manufacturing the slate, and getting the product to market, decided that the property could not be worked at a profit, but on the contrary, at a probable loss. Then Mr. Greenleaf urged upon them the proposition of working the quarry for the purpose of settling the town, even if it paid no profit, or caused something of a loss. Any loss, he considered, would be more than offset by the settlement of the town, and the increased value of the land. His scheme was to advertise for settlers, offering them an opportunity to buy land and pay for it by labor in the quarry. This plan he thought would be a great inducement, as the settlers could work at slate-making winters, when they could do but little on their farms, and it was his idea to work the quarry principally winters, as the slate could be transported to Bangor at that season of the year much cheaper than at any other time.

In 1825, slate was selling in Boston for twenty to twenty-six dollars per ton, and he estimated that it could be laid down in Boston for a sum not exceeding twenty dollars. His estimate was as follows:

Quarrying, dressing etc. per ton	$ 6 00
Freight to Bangor "	12 00
Freight from Bangor to Boston per ton	2 00
Total	$ 20 00

He thought that they could without doubt obtain for the slate, as much as the labor and transportation would cost them, and as the labor was all to be paid for in land, it would be a profitable enterprise for the owners of the township.

Although he had a very extended correspondence with the proprietors, and furnished them estimates of the cost of manufacture and transportation to the minutest details, he failed to secure their sanction to the project. Undoubtedly the outlay of two or three thousand dollars which would be necessary at the outset, was the principal difficulty.

There are large deposits of slate in the township, but it has never been quarried to any extent to this day. The quarries in Brownville were somewhat better situated for transportation, and they have been extensively worked. Had Mr. Greenleaf succeeded in opening the quarries in Williamsburg, the result might have been different.

Mr. Greenleaf's biography would not be complete without a mention of the difficulties he experienced in settling the township, as it throws a light on the great labors required in his private affairs, of which the public knew not of, all performed during the time which he was preparing for the public, his books and maps.

In 1806, when he made his contract with Mr. Dodd, the trend of immigration to Maine was at its height, and the prospect for an early settlement of the township was propitious. In 1810, when he moved to Williamsburg, he brought twelve or thirteen families with him, with a total population of seventy-one persons; but for the ten years from 1810 to 1820, he succeeded in bringing only six more families into the town, increasing the population to one hundred and seven. The reason for this is found mainly, in the state of the country at large. Altercations between the political parties were spirited, obstinate and long protracted, and as a result legislation regarding the eastern lands was varied, as well as that relating to such measures as affected the general welfare of the public at large.

The war of 1812 caused a great depression in business, and another reason was the immigration to the western states. The war had been particularly disastrous to the states on the seaboard, and Maine suffered severely. As a result, early in 1815 the tide of immigration turned westward, where was promised a mild, even climate, rich soil, and long summers. All these circumstances tended to retard the settlement of the new townships in

Maine, and Mr. Greenleaf's town suffered with the rest. After the separation in 1820, the policy of the new government was different from that of Massachusetts. The plan was for the state to sell direct to settlers, and not by whole townships, and furthermore there was a strong feeling against non-resident proprietors. The state offered its lands for sale, usually at a price per acre much lower than the large owner could afford to sell for.

The prospect was so dark, that in the fall of 1825 Mr. Greenleaf entertained serious intentions of abandoning his contract, and leaving the town. He says in a letter to Mr. Dodd: "If you will give me and my family the value of what we have in the town, and balance all matters and accounts between us as we shall find equitable, I will remove at any time on six, or three months notice, and part as we have ever lived, good friends. I make this proposition because it is no object for me or my family to live in this town merely for the sake of whatever we can get from farming, for we can do better in another place."

His correspondence with the proprietors sheds much light on the difficulties encountered in peopling the wilderness of the state, but as it is not strictly biographical of Mr. Greenleaf, I will not quote further from it here; extended selections from it will be found in the appendix.

Soon after the publication of his Statistical View of Maine, he commenced collecting material for his second

work, the Survey of Maine, and all his spare moments from 1820 to 1829 were devoted to the preparation of this book, and the valuable atlas and map which accompanied it.

As an illustration of the arduous undertaking, and the vicissitudes endured in the collection of material for his maps and books, may be related the following incident.

On one of his trips into the interior to explore and locate the lakes and rivers Mr. Greenleaf was accompanied by William Cushing Hammatt as an assistant. They had penetrated far into the heart of the wild and lonely forest, many days journey from any settlement, carrying with them only such meagre supplies as could be packed on their backs. Their work had been nearly completed, and the homeward trip was about to be commenced, when one morning Mr. Hammatt was awakened by the moans of his companion. Rousing up quickly, he found to his consternation that Mr. Greenleaf was seriously ill.

The grave situation in which they found themselves was calmly discussed. The provisions on hand were barely enough to sustain them on the journey home, provided it could be made with ordinary speed; but after a heroic effort to start out, it was found that Mr. Greenleaf was too ill to travel at all. Overwork and exposure had sowed the germs of typhoid fever, and that disease was firmly seated.

For Mr. Hammatt to stay, was certain death to both of them through starvation, for him to leave, seemed almost certain death to Mr. Greenleaf, through suffering and exposure. But no alternative was presented, and the sufferer bravely insisting that it was the only course to pursue, and that he could take care of himself, Mr. Hammatt after preparing a bed of boughs, placing food and water within the reach of the sick man, and bidding him a farewell which seemed to him must be a last one, left him alone in the vast solitude of the woods and started out to the nearest settlement for assistance and supplies.

The journey out and the return consumed a week or more of time, and when Mr. Hammatt returned with assistance and a physician, the sufferer was found in a very weak condition, barely conscious, and seemingly near the point of death. A stretcher was made, and Mr. Greenleaf was carried on it to his home in Williamsburg, where he recovered, after a long illness.

Such were the dangers encountered, and the trials endured in his pursuit of knowledge for the benefit of others. The effects of this illness were never fully recovered from. It left him with a perceptible limp in his walk, causing him to use a cane the rest of his life, and slightly stooping shoulders remained as a reminder of his terrible experience.

The Survey of Maine, with the accompanying atlas and map, appeared in February, 1829. On February 4,

1829, he issued the following circular, relative to the publication:

"The expense which has been incurred in the completion and execution of this work in the best manner, having been much greater than was contemplated, a necessity exists for an immediate sale. An opportunity has been offered for those citizens of this State who wish to supply themselves with copies, and this opportunity will be open until the whole are ready for delivery, when all copies not then subscribed for must be sent to other States for sale without delay. Gentlemen therefore who intend to procure the set, are requested to give their names."

"The whole number of sets for sale will not exceed 520. It is expected that a part of the maps will be ready for delivery in about 10 or 12 days, and the remainder as fast as they can be finished."

As stated in another chapter, the result of the publication was a pecuniary loss, yet this did not deter Mr. Greenleaf from entering upon the work outlined in the preface to his book. There he said, "it was intended to devote some portion of the work to a distinct consideration of the absolute and relative wealth of the State, and its different component parts — value and importance of its lands — facilities for — kinds, extent, and expediency of internal improvements — and its general resources; but the time when the publication must be completed was limited, and an important part of the

materials for these subjects could not be obtained until after this time. It was thought better therefore to omit their introduction altogether for the present; in the hope that circumstances will permit, at a future time, a more extended notice of them, and under greater advantages for useful results, than was possible at present."

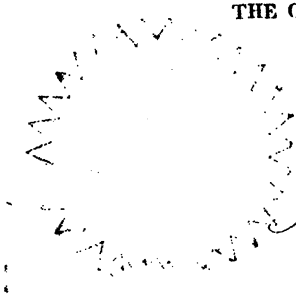
In 1831 he had some plates engraved for an additional volume, and had material collected on the subjects above outlined, but at the time of his death he had not commenced upon its publication.

In the latter part of the twenties the railroad became a recognized feature in the transportation of freight and passengers, and Mr. Greenleaf at this time became actively interested in it, as a means for the development of Maine. In 1833 he obtained from the legislature the first charter for a railroad, granted in this state.

The corporate name was the Bangor and Piscataquis Canal & Railroad Company. The incorporators besides himself were, Henry W. Fuller, Benjamin B. Gilman, Joseph Lee, Francis Brown, Ebenezer Greenleaf, Stephen Palmer, David Shepherd, Mark G. Pitman and Henry K. Adams; all distinguished pioneers of Piscataquis County, with the exception of Mr. Fuller, who was a resident of Augusta.

By the terms of the charter they were authorized to build a railway from any point on tide water in the town of Bangor, to any or all of the quarries or natural deposits of slate in the town of Williamsburg, either by

THE COMMONWEALTH OF MASSACHUSETTS.



To all to whom these Presents shall come,

GREETING:

Know ye, That We

confiding in the ability, discretion, and integrity of *Moses Greenleaf* of *Plantation* of *Williamsburg* Esquire, have assigned, constituted, and appointed, and by these Presents do assign, constitute, and appoint him, the said *Moses Greenleaf* Esquire, to be one of our *Justices of the Peace*, within and for the County of *Hancock* for and during the term of seven years from the date of these Presents, if he shall so long behave himself well in the said Office.

Caleb Strong

And we do hereby authorise and enjoin, him the said *Moses Greenleaf* Esquire, to keep, and cause to be kept, the Laws and Ordinances made for the good of the peace, and for the conservation of the same, and for the quiet rule and government of our citizens and subjects in the said County; and to execute and perform all the powers and duties which by our Laws appertain to the said Office, so long as he the said *Moses Greenleaf* Esquire, shall hold the same by virtue of these Presents.

In Testimony whereof, *We have caused our Seal to be hereunto affixed,*

Witness, *His* [illegible]

our Governor, by and with the advice and consent of our Council.

Given at [illegible] *the fourteenth day of October*

in the year of our Lord one thousand eight hundred and [illegible]

and in the [illegible] *year of the Independence of the United States of America.*

By His [illegible] *Governor.*

Wilder Bradford Secretary of the Commonwealth

MR. GREENLEAF'S FIRST COMMISSION

a continued line of railroad, or interrupted lines connected either by natural or artificial means, and they were further authorized to extend their line to any points on, or near, the waters of the Piscataquis, Sebec, or Pleasant Rivers, or their branches, or to any place in the counties of Penobscot, (this was before the county of Piscataquis was incorporated) or Somerset, west of the Penobscot or north of the waters of the Pleasant River.

The corporation was further authorized to construct dams, sluices, canals, locks, inclined planes, booms, machines or other works to improve transportation on Dead Stream, Pleasant and Sebec Rivers, and their branches, and to make use of the natural lakes and ponds. The chief promotor of the corporation was Moses Greenleaf, but he did not live to see the fruit of his labors. He was the pioneer in advocating the railroad for Maine, and with what rare good judgment, and keen discernment as to the possibilities and results, the history of the state for the past fifty years bears testimony.

On the twentieth day of March, 1834, at the age of fifty-six years five months, and three days, in the prime of his manood, at the pinnacle of his success, at the time when his plans for the dovelopment of the country in whose behalf he had expended his best energy, and much material pelf, seemed most likely to be realized, his life went out. But today the results of that life are still potent factors in the affairs of our state, and particularly

in the eastern section of Maine, the name of Judge Greenleaf is revered, for his untiring efforts in connection with its settlement and development.

At the court of Probate, holden at Bangor on the 29th day of April 1834, the following quaint and informal petition for administration upon his estate was acted upon.

"Hon. William D. Williamson, Judge of Probate.

WILLIAMSBURG, Apr. 2, 1834.

Sir: The recent death of my husband, renders it necessary that an administrator should be appointed on his estate, and as the state of my health renders it impossible that I should perform the duties thereof, I respectfully request you therefore appoint my son, Eben P. Greenleaf for that purpose.

Very respectfully, I am sir,

Your friend and Servt.

PERSIS GREENLEAF."

Eben P. Greenleaf was appointed administrator as requested in the petition. The inventory returned by appraisers, at the same term of court, showed the estate to be valued at $7,549.08. A special allowance out of the estate, to the amount of eight hundred dollars, was given to the widow.

At the Probate Court, December 30th, 1834, the estate was decreed insolvent, and commissioners were appointed to receive, examine and report the claims against the estate. The commissioners filed their report in August

1835, showing $5,297.52 in claims due from Mr. Greenleaf at the time of his death. A large part of this indebtedness was contracted to carry on his surveys, and to publish his maps and books, so valuable to the state, but rendering no remuneration to the author.

The amount of his debts, adding the allowance to the widow, and the expenses of administration, would just about equal the amount of the inventory; but the unexpected occurred, in that the railroad stock which at the time of Mr. Greenleaf's death was not considered worth appraising, was found to be of value. His shares were sold for $1,400.00, and by means of this, all bills were paid in full, leaving a small sum to be divided among his heirs.

Moses Greenleaf had four children, Ebenezer P., married Mary A. Lee, the daughter of Col. Joseph Lee, of Milo. Clara Parsons, married Rev. William C. Greenleaf, a distant relative. Lydia Griswold, married Samuel J. Wilder. The youngest child was Moses, married Martha L. Lee, of Milo. These children all finally settled in the state of Illinois.

In personal appearance Mr. Greenleaf was little above the medium height, with an open, fair countenance, brown hair, dark hazel eyes, and prominent features. He was quick in action as well as in thought and speech, but never hurried. He gave one the impression of being a person who always knew just what and how to do or say a thing, under all circumstances. With children he

was always a prime favorite, being possessed of peculiarly sympathetic and magnetic qualities of temperament, which at once admitted him to the innermost recesses of their timid natures, and they quickly and instinctively discerned that in him they had a friend and champion.

When he entered the home, it immediately seemed permeated with his being, joy, contentment, and quiet mirth came with him. Nevertheless he was a man among men, and one with firm convictions, and decided opinions, and zealous to defend them; sometimes rendering himself politically unpopular by his severity of expression in discussing political issues.

He had an ear for music, and played with some degree of skill upon the bass viol.

Possessed of a turn of mind inclined to investigate every subject to his own personal satisfaction, in early life he made no profession of religion, but was rather inclined to be skeptical; however as he reached maturer years he accepted the consolations of religion, and became a member of the Episcopal Church.

Frank and accessible, genial and agreeable, fearless and honest, he was a man to be revered for his integrity and sterling worth, and to be particularly remembered by the people of Maine, for his unceasing labors in behalf of the development of the state.

Mr. Greenleaf was prominent in masonic affairs; his good judgment and calm deliberation having served the craft well, in times of need.

The direct cause of his death was erysipelas. He lies buried on Greenleaf Hill in Williamsburg, on the farm he cleared and brought forth from a wilderness, almost in the shade of the house that sheltered him and his, during the years of his labor.

III. FIRST BOOK. 1816

THE first book written by Moses Greenleaf, was his Statistical View of Maine. The title page in full is as follows:

"A | Statistical View | of the | District of Maine; | more especially | with reference to the value and importance | of its | Interior. | Addressed to the consideration | of the | Legislators of Massachusetts, | by | Moses Greenleaf Esq. | Salus publica mea merces. | Boston: | Published by Cummings and Hilliard, at the Boston | Bookstore, No. 1, Cornhill. | 1816."

The book is an octavo, and consists of 154 pages and about six pages of preface, and is divided into thirteen chapters. It was accompanied by a map of the state, or rather the book was published to accompany the map; but nothing will be said of the map under this chapter, as the editor has devoted a chapter to the Greenleaf maps elsewhere in this volume.

The author makes excuse for his book, saying, "Long and attentive inquiry and observation had convinced the

writer that the real value and character of the extensive wilderness was very imperfectly understood, even by those to whom a correct knowledge of it was most important." And further, in relation to the scope of the work, "it will be perceived, that the principal object of the work is the importance of the interior of the country."

A greater part of the text of the work is drawn from the author's personal observations, and the intimate knowledge which he displayed in regard to the country about which he wrote, caused him at once to be recognized as an authority on the subject.

The chapter headings are as follows: I. Situation, Extent and Boundaries. II. Characteristic Divisions. III. Remarks on the Climate. IV. Soil and Products. V. Progress of Population. VI. Commerce. VII. Manufactures. VIII. Progress of New Settlements. IX. Value of Land. X. Relative Wealth. XI. Non-Resident Proprietor of Land. XII. Sales and Grants of Land. XIII. General View of the Interior Vacant Territory, and the Resources of the State in its Wild Lands.

A glance at these titles shows at once the value of the contents to the prospective purchaser, and the intelligent legislator. As appears by the title page, the volume was written with a view of imparting information to the Massachusetts legislators, giving to them accurate knowledge as to the condition of this section of the District, and suggestions as to wise legislation, such as

would tend to promote a rapid settlement of the country, and better the condition of the settlers already located there. The keynote of the whole work is an urgent appeal to the General Court to pass such legislative enactments as will favor the commerce of the District, and above all to call their attention to the pressing need of good roads, to open up communication with the interior.

In chapter XIII, he calls attention to the fact that all the commerce of the eastern and northern sections, including about one-half of the territory of the District, will naturally find its markets at points on the St. John and St. Lawrence, unless measures are seasonably taken to provide good roads to markets within the District, and suggests as one very feasible method, a water way by means of canals, dams and locks, connecting the various rivers and lakes, extending from tide water to the far interior. It will be interesting at the present day to notice the route which he laid out.

Commencing at Bangor at the mouth of the Kenduskeag River, follow up this stream, and with the aid of a three mile canal reach Pushaw Pond; through this pond and up Dead stream, to a small pond (Boyd Lake) in township number one in the eighth Range, (now Orneville); thence by canal three miles to the Piscataquis River, up the Piscataquis, Sebec stream and Sebec Lake, to the head of Sebec Lake, up Ship pond stream and the chain of ponds on this water, thence by canal about

A

STATISTICAL VIEW

OF THE

DISTRICT OF MAINE;

MORE ESPECIALLY

WITH REFERENCE TO THE VALUE AND IMPORTANCE

OF ITS

INTERIOR.

ADDRESSED TO THE CONSIDERATION

OF THE

LEGISLATORS OF MASSACHUSETTS,

BY

MOSES GREENLEAF, ESQ.

SALUS PUBLICA MEA MERCES.

BOSTON:

PUBLISHED BY CUMMINGS AND HILLIARD, AT THE BOSTON BOOKSTORE, NO. 1. CORNHILL.

1816.

three miles across to Wilson pond, and from Wilson pond by canal across to Moosehead Lake; thence up to the head of this lake and by canal one and one-half miles to the west branch of the Penobscot River, down this river into Chesuncook Lake, up the Umbazukscus River into a small pond at its head, (now called Umbazukscus Lake), then by canal one and one-half miles to another small pond (Mud Pond), and from there into Aphmoojeenegamook (Chamberlain) Lake. "This lake" he says, "with two smaller ones below it, (now known as Eagle and Churchhill) affords good navigation for about forty miles farther, to their outlet in the river St. John; which is passable for boats, for more than one hundred miles to the Grand Falls, with the exception of one portage of about twenty rods." This, he said, could be accomplished by building not over fifteen and one-half miles of canal, and a few locks, dams and tow-paths, opening up a water way through the unsettled interior about three hundred miles long, materially increasing the value of the state lands, and affording to the settlers in the northern and eastern sections access to a market in their own country.

The other chapters of the book are confined more to statistical and historical data, and were a source of reliable and trustworthy information regarding the subjects about which they treated.

The material for the volume was practically all gathered by Mr. Greenleaf's personal efforts; he had no

large libraries to consult, and state and government reports were exceedingly few, and the information furnished by them was correspondingly meager. The material was gathered by personal investigation and observation, and extended correspondence; and such reliable information as could be gleaned from the state records was embodied in the work.

This is one of the very first volumes published regarding the physical resources of Maine, and the first that related solely to the undeveloped interior. The Massachusetts Legislature recognized the value and importance of Mr. Greenleaf's labors, and in January, 1816, authorized a subscription for one thousand copies of the book at seventy-five cents, and the same number of the maps at three dollars each.

The book had a widespread influence upon the citizens of Massachusetts proper, and even to those of the District of Maine in bringing about a proper understanding of the commercial and industrial resources of Maine. The estimates of the character of the soil, and the predictions as to what would be the chief commercial products, time has proved to be, in the main, correct. In speaking of the Aroostook territory he says, "The country watered by the St. John and its numerous branches, forms the largest section of the interior of Maine. In the eastern part of this, the surface is comparatively very level, lying generally in broad, gentle swells, of an excellent soil. On the streams are large and rich intervales." This

was written when there was scarcely a settlement in that portion of the state. He realized the value of the lumber interests, and the facilities for getting it to the markets, and recognized that the agriculture of the state must be fostered and encouraged in order to populate the wilderness.

It is remarkable that with his multitudinous duties, Mr. Greenleaf could have found the time to have accomplished this work. None of it could have been done prior to his taking up his residence in Williamsburg, for previous to that time he did not possess the intimate knowledge of the needs of the settler, and of the conditions existing in the interior, neither could he have been able to so well judge as to just what was necessary to better the conditions, and develop the country.

As early as 1813 he had the book well under way, after only a three year's residence in the country about which he wrote, and during this short time he had cleared his farm, and erected his dwelling, besides attending to the many duties devolving upon him by virtue of his contract with Mr. Dodd relating to the settlement of the township.

He was also a magistrate, and the work occasioned by this office was not small in amount, as the papers and documents found among his effects prove.

The book was well received by the public, who were at all interested in the subject of which it treated. The September number of the North American Review for

1816, in an anti-separation article of sixty-three pages addressed to the Massachusetts Legislature, devoted about twenty pages to a review of Mr. Greenleaf's book, and uses it as the basis for the article.

In reviewing the book it says, in part: "We cannot but believe, notwithstanding the attention of the State has been frequently, and for a great number of years, called to the situation of the District of Maine, and its interests; and several times, even to the very subject before us, that yet the great body of the people, of both parts of the State, are really, at the present moment, very much in the dark on these subjects; very ignorant of the statistics of the District of Maine, and of the mutual benefits and disadvantages flowing from our present connection, or likely to result from its continuance. Perhaps we cannot better prepare our readers to form an opinion on these interesting questions, than by taking a cursory view of the little work of Mr. Greenleaf, which we are very glad to be able to recommend for their perusal. The principal object of the author was to call the attention of the public, and of the Legislature, in particular, to the interior country, to do away incorrect notions respecting the value of that part of the State, and to show that "by neglect or mismanagement, it may be depressed almost to a cypher; and by judicious and efficient measures in opening the way and directing the attention of settlers, it may be increased to a degree almost beyond calculation." In doing this, he has

extended his inquiries to the situation geographical and statistical, of Maine generally, and has given us a concise account of the population, wealth, resources, condition, and character of the District, "as a guide to estimate its future progress and importance," as perfect, in most respects, perhaps, as (considering the "deficiency of documents and records of facts," of which he complains, "we could at present have any reason to expect.") We cannot, however, but regret, that in attending to his principal object, he has omitted to notice some subjects relative to the political economy and statistics of the District, and has given but a very brief account of others, when the means of information were within his reach. Mr. Greenleaf informs us, that the subject, on which he writes, has been the object of his inquiries for many years past, and the public are certainly much indebted to him for the pains he has taken to furnish information of facts, so important, and yet so little known. We may place more confidence in these statements, which he makes respecting the country, since they come from a man, who resides far in the interior country near the center of the District, and not far from the wild lands, and whose pursuits, have led him to notice, and whose opportunities have allowed him to inquire and examine into the state of the country in its various parts. His remarks generally show a considerable knowledge of the science of political economy and with every part of the country, of which he attempts to

give us a correct account; and his calculations and reasonings, respecting the settlement and future value of the interior, to which his attention seems to have been more particularly given, are, to say the least of them, ingenious, and discover a mind well accustomed to mathematical exactness, as well as to speculation and reflection."

Following this is a careful review of nearly all the chapters of the book, and in closing the critic remarks: "We have taken this view of Mr. Greenleaf's book, chiefly to call the attention of our readers to the situation, resources, and growing importance of the District of Maine, and to enable them from these data better to appreciate justly the mutual advantages and disadvantages, arising from the political connection of Massachusetts and Maine, under one government, and the consequences that will flow from the contemplated separation, if effected in the manner, and on the terms and conditions, for which the legislature at their last session provided."

The book appeared at a time when the separation from Massachusetts was being most actively agitated, and must have had a great influence in Maine in favor of the measure, as it was practically the only book to refer to for accurate information on the subject of the resources, possibilities, and probabilities of the development of the state.

While on the pages of the written history of the "separation," Mr. Greenleaf's name does not appear, yet we cannot but believe that as much credit is due to him as to any one person, in bringing the measure to a favorable ending. Not so much with Massachusetts, (for his writings would tend to cause them to desire to hold the territory), as with the people of Maine herself, by leading them to proper conceptions of their own wealth and power, and to the fact that within the boundaries of the District there was abundant material to form an independent state, and one that could produce sufficient revenue to support a government which would rank favorably with the others of the Union.

This volume has the honorable distinction of being the first publication relating exclusively to Maine, to receive legislative aid, thereby becoming a quasi public document. No collection of Maine historical literature is complete without the volume which is now quite rare.

IV. SECOND BOOK. SURVEY OF MAINE. 1829

THE second book of which Mr. Greenleaf was the author, was published in 1829. The full title was as follows:

"A Survey | of the | State of Maine | in reference to its | Geographical Features, | Statistics and Political Economy; | illustrated by Maps. | by Moses Greenleaf. | Portland: | Published by Shirley and Hyde. | 1829."

The volume is an octavo and contained 468 pages. The work in many respects resembled his former production, but it was more complete as to details, more voluminous in statistics, and devoted considerable space to the political economy and educational interests of the state, which were not touched upon in the "Statistical View." As is stated elsewhere in this volume, the book was published in conjunction with the map of Maine, and was accompanied by an atlas illustrating the text.

The history of this volume is the same as that of the map, for the book, atlas and map were each a part of one complete whole, were issued at the same time, and

were prepared with that object in view; each one in a measure dependent on the other.

The foundation was laid in 1816 when his first work appeared, and the present volume was the result of more extended research, together with the additional statistics and historical matter, from 1816 to 1829.

Since Maine had been admitted into the Union as an independent state, her people had become more interested in her history, and the progress of her development, and Mr. Greenleaf considered it an opportune time to present to the citizens another statistical and historical treatise. As in the previous work, he deplores the absence of complete records in the archives of the state, where such matters should be carefully preserved, but such records as were to be found were made use of, and much other statistical matter was collected from private sources.

The book is divided into twelve chapters, with an appendix. The title of chapter I, is Extent and Boundaries, and nearly thirty pages are devoted to this subject, while in his previous book there were less than three. The reason for this is an able discussion of the northeastern boundary question, which at this period was an all absorbing topic with the people of Maine. "The deep interest in the subject felt by the people of this State," says the author, "and the value of the territory as it respects the resources, and even the safety, of the state, as well as its importance as a frontier to the nation at large, will at least justify, and perhaps require, an

assignment of the reason for these opinions, and some notice of the origin, extent, and merits of the British claim to a new boundary!" Following these introductory observations, he traces the history of the boundary question from the time of the fixing of the northwest angle of Nova Scotia in 1763, down to the period of his writing. This chapter, and the maps in the atlas illustrating it, form one of the most concise, and at the same time one of the most lucid and convincing explanations of this much disputed question anywhere to be found.

Chapter II. Face of the country. This he divided, under three sub-titles: Mountains and Highland Ranges; Valleys and Rivers. Under the first of these subdivisions he gives a very complete description of the mountains and tablelands of the state, and the merits and demerits of the various surveys of the American and British governments, in the search for the "true range" of highlands as a boundary, mentioned in the treaty of Ghent, is discussed. With relation to the valleys, those of the Kennebec, Penobscot and St. John, are given as the ones of chiefest importance, and something of a description is given of each, followed by a brief mention of some of those of lesser consequence, including those of the Aroostook, Androscoggin and St. Croix. Quite an extended account is given of the rivers of the state, for at the time when he wrote, it was by the means of these that transportation to and from the interior was to be

had, and it was then considered that the development of the state depended in a large measure on the navigation of the rivers reaching into the interior. The possibilities for navigation were discussed at some length, also estimates were made as to the cost of erecting dams, locks and canals where feasable, in order to aid in making some of the most important rivers navigable to a greater distance into the interior.

Chapter III. Discusses the climate of Maine, and is illustrated by numerous comparative tables. The larger part is devoted to statistics and data relative to the effect of the forests upon the temperature. The author states that history confirms the theory, that as the face of the earth is cleared of the forests, the climate becomes milder, and consequently the summer season longer.

Chapter IV. Is devoted to Natural Products. Mr. Greenleaf says, "the most important native production of the State, so far as known at present, whether as it regards quantity or utility, is its forest trees." Following this statement is a list of nearly all the known trees of the state, giving the latin and common names, the section of the state where found, and the principal uses of the timber. It is interesting to note that some of the timber for which there is a ready demand at the present time was then considered to be of little or no value. For example: Fir. "Grows in low lands — cold soil — not much used." White Birch. "Cabinet Work &c. Bark, used by the Indians for canoes, &c." Poplar.

"A common growth after fires have overrun the original forests." No use to which this valuable timber can be put is given.

Next comes a list of the mineral deposits of the state, so far as known. The deposit of iron at township number six, ninth range (Katadin Iron Works) is noted, and the slate deposits in Piscataquis county; those at Williamsburg and Shirley being mentioned. Mr. Greenleaf himself, was the discoverer of the Piscataquis slate, although he modestly refrains from mentioning the fact in his book.

The fishing industry, and the manufacture of salt by the citizens of the coast, are referred to in the closing lines of the chapter.

Chapter V. Is entitled Divisions. It does not treat of the political or physical divisions of the state, as might be supposed by a glance at the title, but rather it classifies the divisions of trade centers, existing on account of the accessibility of certain towns to the territory in their vicinity, and the trade consequently centering there.

He divided the state into four principal districts, one with Portland as a trade center, covering about 2,800 square miles of territory, another with Hallowell (including Augusta and Gardiner) as the chief town, accommodating about 3,500 square miles. The Bangor district is the third, which the author asserts, will naturally be the trade center for nearly one-half of the state, although at

A SURVEY

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ILLUSTRATED BY MAPS.

BY MOSES GREENLEAF.

PORTLAND:
PUBLISHED BY SHIRLEY AND HYDE.
1829.

the time of the publication of his book a large section of northern Maine had trade communications with the British Provinces.

Mr. Greenleaf in this, as in his previous work, urges a liberal spirit on the part of the government, in opening and improving communication with the northern section of the state, thereby leading to districts within our own borders, and especially to the Bangor district, the trade of all that extensive region of the Aroostook and the St. John.

The fourth, and last division, was that having Calais for its principal town, and accommodated about 2,500 square miles.

The population of the state will naturally form itself into these four divisions, he states, "connected with, moving round, as many separate central points, united, each within itself, by ties of mutual convenience, and common interests and habits; but severed from all the rest except so far as an elevated and liberal tone of public sentiment may unite them. The result of these circumstances *may* be mutual jealousies, narrow and discordant views, and illiberal competitions, or it may be a liberal spirit of enterprise and honorable competition."

The chapter closed with an appeal to the intelligent and thinking people of the state, to ever have in mind the welfare of the state at large, rather than foster jealousies in promoting a particular division or locality, without looking to the prosperity of the whole.

Chapter VI, Population, gives a summary of the progress of the settlement of the State from the year 1750 to 1820. There are given in connection with the chapter, fifteen valuable and interesting tables, showing the population of the State, at different periods, and giving comparisons with other States, the number engaged in the various industries, gains by natural increase and immigration, density of the population, progress of settlement by counties, and the physical strength of Maine compared with other States of the Union.

The slavery question is discussed at some length, with relation to the value of slave labor, and possible consequences of a slave population in time of war. Estimates are also given as to the future increase in population.

The seventh chapter is devoted to Agriculture, and gives a summary of the agricultural interests of the State, estimates of the amount of capital invested, annual products, exports, acreage, and the value of the lands. The author urges a more careful and intelligent application to this most important industry, which he believes to be the foundation of the future prosperity of the inhabitants.

Chapters VIII and IX relate to commerce and manufactures respectively. Fifty-four pages are devoted to the commercial interests of the State, and seventeen tables are interspersed among them. These tables relate

principally to the tonnage and its value, and to exports and imports, and were prepared at a great expense of both time and labor.

The commercial importance of Maine, Mr. Greenleaf considered to be great. The opening sentence of the chapter is as follows: "From the earliest settlement of Maine, the character of its inhabitants has been, in a great proportion, that of a commercial people." The great natural resources in lumber and fisheries, and the ease with which they were prepared for marketing, had induced the early settlers to commercial pursuits, and the author was of the opinion that while agriculture was at the time of his writing, the occupation of about five-sixths of the population, yet the commercial instinct was indelibly impressed as a principal trait in the character of the inhabitants.

He states that the chief commerce consists in the lumber products, fish, and some agricultural commodities, and follows with a statistical and historical review of the commercial industries of the State, and various speculations and predictions as to the future, referring to the unlimited water powers, scattered all over the country, and the facility with which they may be developed, the population capable of being sustained, the commercial advantages, and the industry and enterprise of the inhabitants, concluding that Maine will take precedence of not only the greater part of the states, but far from impossible, of any one of them.

Relating to the manufactures, he gives all the information that it was possible for him to acquire in regard to them, giving the relative proportion of Maine compared with Massachusetts, and with the United States as a whole; also estimates of capital invested, and tables exhibiting the amount and value of the more important articles manufactured.

Even at this early date he anticipates the time when the lumber supply will be exhausted, and that the citizens will then be obliged to turn their energies to other pursuits.

Up to this point in the book the author has conformed quite closely to the general plan of his previous volume, but in chapter X, Revenues and Public Burdens, he enters upon a new field. Here he discusses the political economy of the state from the time of its formation to the time of his writing, showing by tables the receipts from all sources, and the expenditures made to carry on the government. He classifies the expenditures under four general heads: I. Guardian or Distributive, including the support of the executive, legislature, courts, milita, &c; II. Productive, being sums expended for surveys, and management of the public lands, location and opening of roads, and money expended for educational purposes; III. Unproductive, for support of paupers, pensions, care of Indians, &c., and IV. Miscellaneous.

He neither criticises nor commends the policy of the government, but leaves the reader to draw his own conclusions from his statement of facts and figures.

After the completion of the chapter two appendices are added; the first is titled Circulating Medium, and is a discussion of the state banking system, and contains much valuable information and many suggestions regarding this important subject. The second is devoted to the Military, and is a brief sketch of this department of state, giving comparisons showing the increase in that department from 1820 to 1827, and estimates of the value of the, arms, ammunition and accoutrements on hand, followed by a short discussion of the expense of maintaining the militia, and the distribution of the burden on the inhabitants.

The chapter as a whole exhibits on the part of the author a considerable understanding of the principles of political economy, and the practical workings of government.

Education, is the title of chapter XI. Here the reader finds the history of education in Maine, during the first eight years of the existence of the state, together with a discussion of the advantages and disadvantages of the then existing common school system.

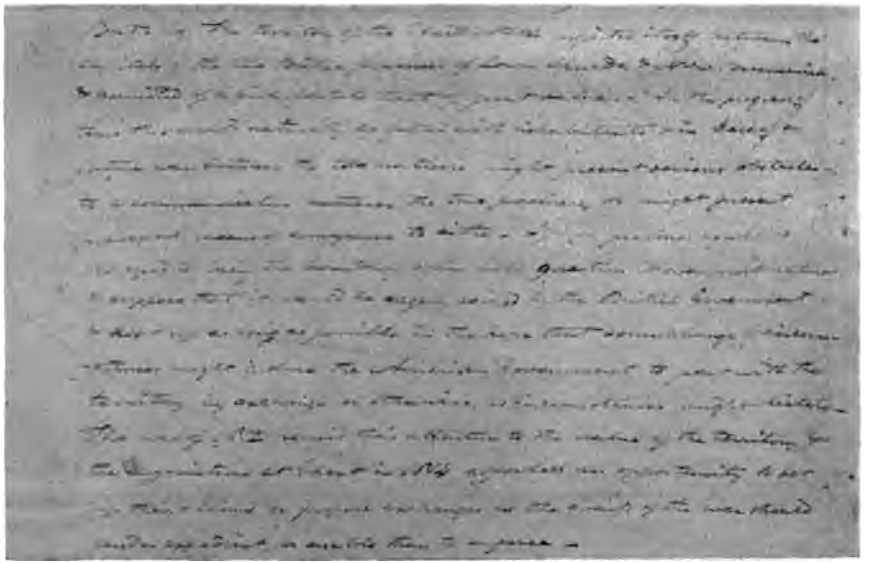
Mr. Greenleaf was an ardent supporter of free schools, and throughout the chapter the careful reader will discover the prophecy of the coming of our present high school system. He gives a comparison of the expense to

the pupil, in acquiring an education at the academies, of which at this early date there were twenty-eight in the state, with that in the common schools, and the ancient grammer schools of Massachusetts, showing a greatly increased expense to the academy student, or his family. He states that he does not wish to be considered as antagonistic to the academy, but simply makes the comparison to show that the academies do not furnish educational opportunities at so low a figure as might be afforded by a higher graded system in the common schools.

He says, "encourage the one as far as may be useful; but neglect not the other."

There are three valuable tables given in connection with the chapter; I, showing the number attending the common schools in each town, and the amount raised to support the schools, the number of school districts, number of months of school, &c.&c; II, List of academies, the date of incorporation and amount of land granted to each; III, Statement and estimate of funds, receipts, expenditures, and number of pupils attending the academies.

The last pages of the chapter are devoted to short historical sketches of the leading educational institutions of the state, including Bowdoin College, Waterville College, Bangor Theological Seminary, Maine Wesleyan Seminary, and the Gardiner Lyceum.



REPRODUCTION FROM MANUSCRIPT FOR SURVEY OF MAINE

Reduced one-half

Chapter XII, and the last one of the book, is entitled Grants and Sales of Land. In this the author digresses somewhat from the plan of adhering to strictly statistical and theoretical matter, and gives a short historical sketch of the early political relations between Maine and Massachusetts, and the causes which led up to the sale by Gorges of the Patent of the Province of Maine, and further the charter of William and Mary in 1691, of the territory lying between the Province of Maine and Nova Scotia.

A concise statement of the history of all the early grants is given, describing the territory, and conflicting boundaries, from the time of the first grant in 1606, by James I of England, down to the treaty of peace in 1783.

Following the text of the chapter are forty-seven pages devoted to seven tables exhibiting the grants and sales of land in each of the several towns of the state, from the earliest settlement down to the time of Mr. Greenleaf's writing. This was the first attempt ever made by any person to compile from the records complete lists of all the lands alienated by the government, and the work it entailed was a great undertaking. Perhaps this chapter is of the most pratical value to-day, of any in the book. In his Statistical View in 1816, a history of the early grants and sales is given in chapter XIII, but with nothing like the completeness of that in the Survey.

Regarded as a whole this book is one of the most important works relating to Maine, ever published, and exhibits the wonderful fund of knowledge of which the author was posessed regarding the physical, political, and historical characteristics of the state of Maine. With the voluminous and accurate reports now issued yearly from the many state departments, we can hardly realize the almost insurmountable difficulties encountered in preparing such a work as this, and especially in the compiling of the numerous statistical tables. Only a man possessed of indomitable energy, and with unswerving purpose could have accomplished it, the first of its kind in the state.

V. THE GREENLEAF MAPS

"The civilization of a country may be determined by the maps of the territory." — *Napoleon.*

WHILE to the student of Maine history Mr. Greenleaf is still known by his writings, yet his enduring fame was acquired from the compilation of his maps. These were his great life work, and that on which his reputation as a conspicuous character in Maine history may safely rest.

Previous to 1800 there had been four or five separate maps of Maine published, which made some pretentions to a delineation of the whole territory of the state, and possibly one or two others embodied in atlases and histories. Osgood Carleton prepared a small map of the state some time prior to 1795; it was only 10§ x 8 in size and bears no date. In 1795 he published a large map under the direction of the General Court of Massachusetts. This was 53x36 in size, and purported to be an accurate map of the entire state from actual surveys; in the same year he prepared a map 16x20 in size, inserted in Sullivan's (James) History of the District of

Maine. The large map was issued in three other editions, viz: in 1798, 1799 and 1802, but they were all practically identical with the first edition.

D. F. Sotzmann in 1798 published a map 25x17 in size, compiled by C. E. Bohn, and in 1795 a small map $9\frac{3}{4} \times 14\frac{1}{2}$ appeared with the following inscription, "The Province of Maine from the Best Authorities"; this map did not bear any publisher's imprint, neither did the author's name appear upon it, but it is from the same plate as the one in Carey's American Edition of Guthrie's Geography which appeared in 1796. This map was compiled by Samuel Lewis and engraved by W. Barker.

These together with the maps published with the atlases above referred to, were all which made any pretentions to being maps of the entire state; and these showed nothing with any degree of accuracy but the settled towns in the southern part of the state, giving no idea of the topography of the northern section, that portion being but a blank on the map, with one or two rivers put in at random. Nothing whatever was known by the outside world of the vast interior, with its net work of streams, rivers, ponds, and great lakes; the southern part while correct in the main, exhibited many errors.

When Mr. Greenleaf first became interested in Maine, and its great possibilities for development and settlement, no map of the state was in existence which would give to the prospective settler or land purchaser, any adequate

conception of the surface of the interior, or its accessability to markets by means of the great water ways. The great and pressing need of an accurate map was self-evident, and Mr. Greenleaf cast about him to find the means to secure one.

An actual survey of the whole state was out of the question, as it would have been impossible to secure an appropriation from the government sufficient for the purpose; his private means would not admit of such an undertaking on his personal account, and furthermore the receipts from the sale of the map would not have reimbursed him, only in a small degree, for the expenditure. The only apparent feasable method left open to him, was to collect together all the existing maps, and all plans from the surveys of the different sections of the state, together with the plans of towns, and field notes of surveyors, and from this chaotic mass construct a reliable map. This work he personally undertook soon after his settlement in Williamsburg in 1810.

For two or three years he applied himself assiduously to the collection of this material, and after he had amassed all obtainable, he still found himself lacking in that relating to the northern portion of the state. He then opened an extended correspondence with persons who were in any way familiar with this portion of the country, and made numerous personal excursions into the heart of the wilderness.

No surveys had been made of the interior, and little or nothing was known of the character of the country, other than that furnished by the reports of the hunters and prospectors, and those who had made journeys there for private purposes, and these individuals had made no pretentions to preserving the results of their observations.

It was not Mr. Greenleaf's idea to actually survey the territory, so as to prepare a map as it would appear if laid out in townships, but his chief desire was to show accurately the location of the lakes and rivers, for it was by the means of these, that transporation was to be had to and from the markets.

After five years of patient and painstaking labor, he published in the year 1815, his first map of Maine. It was 40x26 in size, engraved by W. D. Annin of Boston, and bore the imprint of Cummings & Hilliard, No. 1, Cornhill Boston, and was dedicated "to the Honorable Legislature of the state of Massachusetts." The inscription was as follows: "Map of the District of Maine from the latest and best Authorities by Moses Greenleaf Esqr 1815."

In the book which accompanied it he presents the map to the public, with the following words. "With respect to the map, *** it may be proper to observe, that when it was first undertaken, it was with the expectation that the materials from which it is drawn would furnish an accurate Map, as far as actual surveys have been made; and beyond that, an outline which, in its general

features, would be a tolerably correct guide to a knowledge of the extensive interior, which has hitherto been but little explored, except occasionally by individuals, the result of whose observations has never before been made public. The latter object, it is believed, is substantially obtained. The former, though many additions and corrections, have been made, it still susceptible of much improvement in its minutiæ * * *. It is believed however that few, if any *important* errors will be found; and that in general it is as correct as can be expected, until a new survey of the whole, corrected by celestial observations, under the immediate inspection of persons properly qualified for the purpose, shall furnish better materials than are now existing. And, until this is done, a *perfect* Map of Maine *cannot be obtained.*"

The work is a fine example of map making, and is wonderfully accurate in its detail, even to the smallest particulars. The townships occupy a space only about three fourths of a inch square, yet every little stream and pond appears in its proper location and proportion. All the larger lakes and streams of the interior are properly delineated, something never undertaken in any previous map. In fact the map was as accurate and complete as it was possible to make it, and was by far the best made, up to the time of its publication.

Where Mr. Greenleaf learned the art of the draftsman, or anything of land surveying, is not known. It does not appear from any existing records that he ever applied

himself to the business prior to his settlement in Williamsburg, but he must have mastered the art before then, for on his arrival there he immediately commenced on this work. It is well known that he excelled in mathamatics in his younger days, and undoubtedly his attainments were self acquired. During his short stay in Kenduskeag he must have made the acquaintance of Major Moses Hodsdon, who was then a resident there, and a civil engineer of some repute, and it is quite possible that here he received his first practical knowledge in surveying and drafting.

The value of his map was immediately recognized, and the state of Masachusetts subscribed for one thousand copies at three dollars each, for distribution throughout the commonwealth, thus materially aiding the author, and assisting in the distribution of a valuable document.

On account of its growing scarcity, and the importance of the map in Maine history, it may be well to here give a somewhat detailed description of the same, although it may be in part a repetition of that which has been before stated.

The map shows nine counties out of the present sixteen, viz: York, Cumberland, Lincoln, Hancock, Washington, Penobscot, Kennebec, Somerset, and Oxford; the counties of Washington, Penobscot, Somerset, and Oxford extending to the northern boundary of the state. The scale upon which the map is made is

REPRODUCTION OF ORIGINAL PEN-DRAWN MANUSCRIPT MAP OF 1815

1 ⅛ inches representing ten miles, or about eight and two-thirds miles to the inch, a scale rarely used to-day. Longitude west from London and east from Washington is shown, as well as the latitude north from the equator. The delineation of the coast and adjacent islands, compares favorably with any of our most recent and perfect maps. The northern boundary as exhibited, is of course largely imaginary, never having been surveyed by either the American or British governments.

A monument had been erected at the source of the St. Croix, and the eastern boundary of the state was declared to be the above mentioned river, following up its middle branch to this monument, and from thence due north to the highlands which are the watersheds between the waters of the Atlantic Ocean and the St. Lawrence River. The precise location of these highlands had never been determined, consequently the northern boundary was not capable of exact delineation. Nevertheless a boundary was exhibited on the map, which Mr. Greenleaf believed to be very nearly correct. The map was most excellently engraved, and reflected much credit on Mr. Annin, the engraver.

In 1820, when Maine became an independent state, he published his second map, which was simply a second edition of the original, being printed from the same plate, but having such additions as were necessary, caused by changes between 1815 and 1820, on account of new towns being incorporated, together with some

corrections and alterations which he made as a result of further research. The inscription was the same save the date, and "District" of Maine was changed to "State" of Maine. The dedication to the Legislature of Massachusetts was omitted. There were no changes in the counties, and the general appearance of the map was identical with that of 1815. The imprint was (Boston, 1820).

It is quite probable that there was only a small edition printed, to meet a demand created on account of the admission of Maine into the Union. The people at home having an increased pride in their native state, and those beyond her borders having their attention particularly called to the new commonwealth, naturally caused something of a demand for a reliable map.

I think this is less frequently met with, than any of the Greenleaf maps, and is undoubtedly the rarest. The edition must have been small, as it was only four years previous, that Massachusetts had put into circulation one thousand copies of the 1815 edition, besides those sold by the trade, consequently the demand could not have been great. Historically, the 1815 map is the most important.

Encouraged by the flattering reception accorded to his first and second maps, and realizing that as the state developed and was more fully explored and surveyed, a much better map could be produced, Mr. Greenleaf commenced on the preparation of a third map. He was

an untiring worker, and devoted all the time that he could possibly spare from his other labors, to the collection of material for his maps and books. There was no interim of rest after the publication of a work, but he immediately took up his task anew, with the purpose ever in view to produce something better and more complete, and more worthy of being preserved for its value and accuracy.

The work he now undertook was one of great magnitude, not only for the time in which he lived, but would be something far beyond the ordinary for one to undertake at the present time. In connection with the map of the state he published his Survey of Maine, which is reviewed in another chapter, and accompanying this, was an atlas consisting of seven maps, six of which were entirely original. A great work, and one which no person was better qualified to perform than Mr. Greenleaf; and undoubtedly there was no person in the state at the time, who could have produced such a work.

The people of the state were deeply interested in Mr. Greenleaf's undertaking, because of the urgent need of an accurate map, and a compilation of the statistics of the state, and they realized that no one was better qualified to minister to their needs than he. In his messages to the legislature in 1828 and 1829, Governor Lincoln referred in flattering terms to the work in process of completion, and urged legislative assistance and patronage for the author. The legislature in the first instance

took a particular interest in the matter, and in 1828, the committee on Literature and Literary Institutions, to whom was referred "so much of the Governor's speech as relates to a Map and Statistical view of the State of Maine," reported as follows: "that they have examined a plan, Sketches, and Specimens of a Map and Statistical View of the State exhibited by Moses Greenleaf, and find it to be a work on which great attention and labor have been bestowed, and which promises to be executed with skill, accuracy, and judgement — and believing it to be replete with knowledge highly useful to the people and important to the State, recommend it to the favorable notice and liberal patronage of the legislature."

As a result of this report, by chapter XXII of the Resolves of Maine, A. D. 1828, an allowance was made to Mr. Greenleaf of the sum of one thousand dollars, "to assist him in completing and publishing his series of Maps and Statistical view of the State," he being obliged to give only his personal obligation that if he unreasonably neglected or delayed to complete the work according to the specifications, he should refund the amount. The secretary of state was also authorized to subscribe for forty copies of the maps and book, for the use of the state.

In 1829 a resolve was passed authorizing the governor to pay Mr. Greenleaf six hundred and forty dollars, as soon as the forty copies of the maps and book subscribed

for were delivered, or when satisfactory assurances were received that they would be delivered within a reasonable time.

Mr. Greenleaf was a man possessed of no particular amount of worldly property, and it is evident from these resolves that he was somewhat pressed for funds with which to carry on and complete the work he had begun. The expense incurred in connection with the preparation of the work far exceeded his expectations, and the state government generously came to his assistance.

Governor Hunton in his message in 1830, stated that the forty maps and books subscribed for had been delivered, and recommended that one be sent to each of the United States. The Legislature of 1830 was very generous toward Mr. Greenleaf. By resolve, it directed a subscription of four hundred copies for his maps and Survey of Maine, at sixteen dollars per set, to be paid for out of the proceeds arising from the sale of the state lands, and the treasurer issued to him a state note bearing five per cent. interest, which note was redeemable at any time within fifteen years, and a further resolve was passed, "that in consideration of the extraordinary expenses and exertions of Moses Greenleaf, Esquire, in preparing and publishing said Survey and Maps, at the suggestion and encouragement of the Legislature, there be granted and paid him out of the proceeds of the sales of the public lands, the sum of five hundred dollars &c.," this also was to be paid by a note, redeemable at any time within eight years, with interest as above.

In 1831 the above mentioned notes, amounting to six thousand nine hundred dollars and interest, were both paid. By this generosity and appreciation of Mr. Greenleaf's labors, on the part of the state, he was saved from absolute ruin; for notwithstanding the considerable sum received from the state on account of subscriptions and donations, (in all $8,540.00) he reaped no profit from his long years of labor, the attending expense being far more than was anticipated, and the sales less than the works merited. The cost of compiling and publication was nearly ten thousand dollars.

The question of the northeastern boundary was in dispute at the time when his third map was in preparation and he deemed it advisable to include the Province of New Brunswick on the map, in order to show the locus of the whole of the disputed territory, and the geographical relations of one to the other. It took about eight years of dilligent labor, and a large expenditure of money to collect the material and compile the works, which appeared in 1829; and with all due regard to the authors of the excellent maps of this state which have appeared since, I consider Mr. Greenleaf's 1829 map as the most notable one of all. Two of the most noteworthy features were; it was the first map to show a complete boundary of the state from anything like an actual survey, and the first to show with any degree of completeness the lakes and streams of the interior.

The map was 50 x 42 in size, larger than either of the previous ones, and the following inscription appeared upon it; Map of the State of Maine with the Province of New Brunswick by Moses Greenleaf. The engravers were J. H. Young and F. Dankworth of Philadelphia and it bore the imprint of Shirley & Hyde, Portland, 1829. The scale was 1⅛ inches representing ten miles, or a small fraction over nine miles to the inch. There were ten counties represented, one more than on either of the earlier of Mr. Greenleaf's maps, the county of Waldo having been incorporated in 1827.

The territory which Maine lost by the Webster-Ashburton treaty in 1842, appears as a part of the state, and the highlands or watershed, between Maine and the British Provinces is shown as the northern and western boundary. Quite a portion of New Hampshire and a small part of Massachusetts appears. The map was very accurate and exhibits none of the errors and imperfections that have crept unawares into many of the later maps of the state.

The atlas accompanying the book and map, consisted of six maps and one meteorological diagram. The maps were all engraved by William Chapin of New York and are as follows: Plate I bears the following inscription, Map of the principal Rivers, Mountains and Highland ranges of the State of Maine by Moses Greenleaf 1828. It is 21x13 in size, and the scale is about eighteen miles to the inch. That part of the map representing the

southern portion of the state exhibits the county boundaries, but the northern portion is devoted entirely to the delineation of the lakes, rivers and mountains so numerous in that section of the state. The map is very accurate, and nothing like it had before been attempted. It represents more actual labor and research than would be now necessary to prepare a complete map of the whole area. Plate II is a "Sketch from Bouchette's Map of Upper and Lower Canada, and the District of Gaspe. Exhibiting the true range of Highlands dividing the waters of the St. Lawrence and the Atlantic, and the imaginary ranges claimed by the British for the boundary of the State of Maine." This plate is 16½x16, and the scale is the same as Plate I. Colonel Joseph Bouchette was a surveyor general of Lower Canada, and in 1815 prepared a map of Upper and Lower Canada from which Mr. Greenleaf took this sketch, to show that the British Government itself never claimed prior to 1815, that the boundary was anything different from that of a line on the highlands separating the waters of the Atlantic from those of the St. Lawrence. Although Col. Bouchette could not refrain from portraying on his map two imaginary ranges, one north of the Aroostook River, terminating near the present town of Limestone, and the other south of that river terminating at Mars Hill, the southernmost of which he claims would he the most equitable boundary, although he does not intimate that it is the true one. Col. Bouchette was

afterwards appointed one of the commissioners on the part of Great Britain to settle the boundary disputes.

Plate III is a "Sketch of the Imaginary Ranges of Highlands, reported by the British Surveyors under the Treaty of Ghent, as extending across the State of Maine." The size of this map is $11\frac{1}{2} \times 10\frac{1}{2}$, and the scale is the same as the two previous ones. It is a composite of the various plans prepared by the English surveyors, and exhibits among others, the imaginary range extending across the State, from Mars Hill to a point near the source of the River Du Loup, which was contended by the British to be the boundary between Maine and Canada. A range is also shown just south of Moosehead Lake, reported as seen from the town of Dixmont, by Campbell, one of the British engineers, also another just north of the lake, also laid down by Campbell on one of his plans. There is another range laid down by Odell, another of the British engineers, in a northwesterly direction from Houlton, reported as seen from Mars Hill and Houlton. The map is an interesting relic of the northeastern boundary dispute, and in that respect valuable historically.

Plate IV shows a plan of "Vertical sections, exhibiting the comparative Altitudes of the principal Highlands and Rivers of the State of Maine, by Moses Greenleaf, 1828." In size the plan is $29 \times 19\frac{1}{2}$, and exhibits ten vertical sections of different portions of the state, showing the comparative altitudes above the sea

level. Horizontally, the plan is on a scale of ten miles to an inch, and the vertical sections are two thousand feet to the inch. Some of the more important sections exhibited are No. 1, showing the northern boundary along the highlands dividing the waters of the St. Lawrence from those of the Atlantic. No. 3, showing comparative inclination of the St. John, Penobscot and Kennebec Rivers; No. 7, from Thomaston north to the northern boundary, showing the altitudes of the Camden Hills, Piscataquis ridge, Ebeeme, Katahdin, Wassataquoik mountains, and others.

This map exhibits a considerable amount of engineering skill on the part of the draftsman, and shows as much as any one of Mr. Greenleaf's maps the intimate knowledge he had acquired, regarding the topographical features of the state.

The four preceding maps were designed by the author to exhibit the true merits of the question of the disputed boundary, as far as it was affected by the direction and elevation of the highlands. They were published at the time when the dispute was being fruitlessly arbitrated by the King of the Netherlands, and are the only maps relating exclusively to the question, published in this state. If the matter had been decided upon its merits, the northern boundary of Maine would have been that laid down by Mr. Greenleaf on his maps.

Plate V is a "Map exhibiting the principal Grants and sales of land in the State of Maine. By Moses

Greenleaf." In size it is 32x23½, and the scale is about nine inches in an inch. This map historically, is one of great importance. It shows, first, the lands granted by the Crown and Lords Proprietors prior to 1692, second, lands derived principally from Indian deeds, considered as valid, third, Crown and proprietors grants and Indian deeds intermixed, fourth grants by the Province of Massachusetts from the charter of 1692, to the close of the Revolution, fifth, conditional grants by the Province, chiefly confirmed since the Revolution, sixth, claims under Indian deeds and other titles, now compromised, seventh, townships partly or wholly sold by lottery in the year 1787, eighth, land sold to William Bingham, ninth, land assigned to Massachusetts since the separation.

The first six had a distinguishing color, and the three others were designated by letter. The acreage of each tract was given. Besides all this, all the townships sold by Massachusetts since the Revolution, were shown, giving the number of acres, in each, and the names of the original proprietors.

It is an invaluable map to the student of Maine history, as well as to those engaged in investigating early land titles. It is another example of the remarkable knowledge possessed by Mr. Greenleaf relating to Maine. Not only was he thoroughly informed as to the physical features of the state, but his knowledge of its history was comprehensive.

Plate VI, was inscribed as follows: "Map of the inhabited part of the State of Maine, exhibiting the progress of its settlement since the year 1778. The Representative Districts since the year 1820, and the population and valuation of taxable property in each District at the year 1820. By Moses Greenleaf." This map was 23x19, and on a scale of about nine miles in an inch. Here we find as in the preceding map, another example of Mr. Greenleaf's wonderful fund of knowledge relating to his state. The map showed the center of population and taxable property, for the years 1778, 1790 and 1820. These were indicated by letters explained by an index. The map was in three colors, blue, indicating that part settled at the commencement of the Revolution, pink, the additional part settled up to the year 1800, and yellow, that additional portion settled up to the year 1820. A division was made into representative districts instead of towns, but each town was represented on the map by name, but not by boundaries, the boundaries being that of the districts. The population of each district was given, also the value of the real and personal property subject by law to taxation.

This and the preceding map, represented almost an incalculable amount of labor and research, and nothing like them has since been attempted, although at the present time, with the numerous and extended reports of the various state departments to refer to, the labor to produce such maps would be a minimum when compared with that required when these were prepared.

The seventh, and last plate of the atlas, was a meteorological diagram, showing the temperature of different sections of the state, compared with each other, and also compared with localities in other sections of New England. One section of the diagram exhibited the temperature as compared with that of the royal observatory, at Gosport, England. This diagram was prepared from notes kept by Mr. Greenleaf, and from others secured from colleges where such records were preserved.

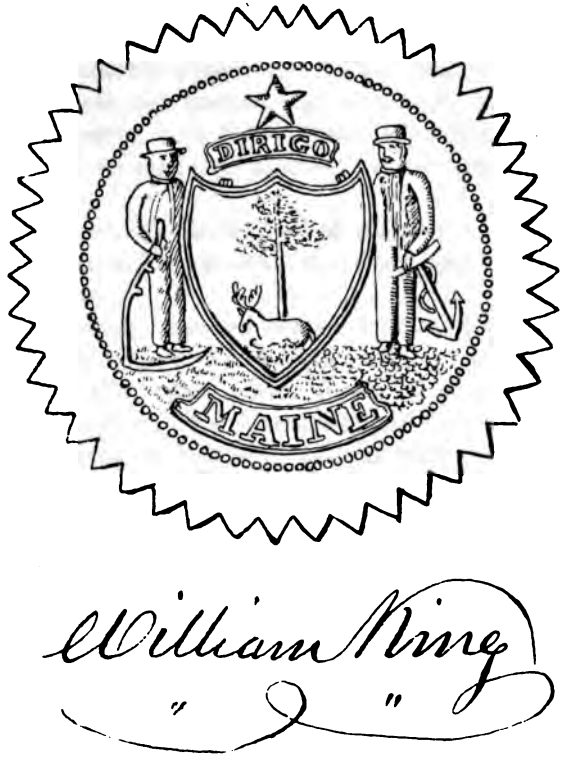
These seven maps were folded and bound in an atlas, to accompany his survey of Maine.

Our state has produced many monumental works, and those on which a vast amount of labor and intellectuality have been bestowed, of which we are justly proud, but it is belived it can be safely said that none exhibit more careful, painstaking and profound study and preparation, than do these of Moses Greenleaf, and none are more worthy of being preserved for the use of the historian as a reliable and invaluable record of early Maine history and topography.

His zeal and devotion to his work carried him beyond the ordinary dictates of careful pecuniary calculation. The map at the time stood unequaled as a specimen of the finest copperplate engraving in the country; Mr. George G. Smith, one of Boston's most distinguished engravers, in a letter dated February 2, 1844, in speaking of the 1829 map said, "I have no hesitation in saying that no better specimen of map engraving, of its

class, has been executed in this or any other country." In an article under date of May 10, 1844, ten years after Mr. Greenleaf's death, and fifteen years after the publication of his great work, the Christian Mirror of Portland, said, "We had the happiness of an acquaintance with its original projector, while consumating its execution, and also while carrying through the press his Statistical View of Maine, both narrative and pictorial; and we are consequently in a ten-fold better condition, from having watched his operation from day to day, and from month to month, to estimate the incomparable qualifications which he brought to the work, and the nature and the extent of the labor which it cost him, than we could possibly have been from merely verbal description. And we do not hesitate to say, that if any man ever deserved well of the State of Maine, beyond all others, for his contributions to its temporal prosperity, that man is MOSES GREENLEAF. We can testify that he shrunk from no toil and spared no pains to be accurate, to give statistical facts and geographical lines and positions, which might be depended upon, instead of that hap-hazard guesswork, which characterize so many of the Maps which are 'got up' for sale. Under these labors his pecuniary interests suffered, and life wasted away."

Such was the result of the labors of a great man in a laudable and vast undertaking. One would naturally conclude that after having completed such a work, and



William King

FIRST STATE SEAL AND AUTOGRAPH OF GOV. KING

From one of Mr. Greenleaf's Commissions

meeting with a pecuniary loss, courage would have been at a low ebb, and ambition crushed; but Mr. Greenleaf had not a character to be overwhelmed by adversity. It is evident from his papers that he did not lay down his working tools, but instead, again took up the work where he had left it, with the intention when the proper time arrived to be ready to produce another map of his state.

He went on with the collection of material and data, but before the time for publication arrived, death put an end to his labors.

His heirs, through his son Moses, published in 1844, another map of Maine, which was made by correcting the plates of the 1829 map. Three new counties, Piscataquis, Franklin, and Aroostook, had been formed, over eighty new towns had been incorporated, over sixty additional townships had been surveyed, and by the treaty of 1842 a new boundary for the state had been established, since the appearance of the 1829 map. These additions and corrections were carefully made on the original plates and a new edition of one thousand copies was issued. The size, scale and general appearance of this map were, of course identical with that of the original edition.

APPENDIX

LETTERS OF MOSES GREENLEAF

I. LETTER TO ELEAZER JENKS

BANGOR, Sept. 14th, 1806.

A PRESSURE of various circumstances made me neglect you last week & some unpleasant tidings from East Andover has put writing out of Persis' head —which is by way of apology to yourself & Clara.

To reply *methodically* to your letter, *Eben* comes first on the tapis. I agree with you that he had better "follow Old Nep," under present appearances, but should they change, a *refuge* may be found in the "land of promise" my solicitude for him has been grounded on the idea that his owners finding him a *good mate* might wish to keep him there, and perhaps he might stay till it was *too late*—but if he does *well*, as well as he *deserves* —I shall feel *happier* to *hear* of him thus, than to *see* him retreat to the woods mortified & disappointed, & perhaps reflecting that *I* have persuaded him from good business to a life which may not suit him.

I had noticed Wm's secession from the establishment, & was at a loss to account for it, but as you say, in this age of revolutions nothing ought to surprise us. I have *experienced* too many of these vicissitudes to be startled at them my experience has convinced me that such are *not evils*. So far from it that almost all the *good* I have enjoyed for these seven years, has been elicited from *seeming* ill & though I now consider my present situation & prospects as happier & brighter than they have ever been heretofore, yet I have been *forced* into it, by what the *ignorant & misjudging* would call *misfortune*, the consequence is that I believe *all apparent* ill to result in *real* good. The transfer is easily made from "the great whole" to *your* particular case. May it not be that Infinite Wisdom designing the *greatest possible good*, has so disposed of events, that, instead of suffering you to protract a laborious anxious profession, in which the "prospect before us" promises nothing on which the mind can rest with satisfaction, he has torn you from it while you are in the full possession of all your powers, that they may *all* have their share of action, & *some* faculties be called forth to *make a figure*, which otherwise must have rusted in obscurity. I do not know your *particular* views, but suppose, that your profession, merchandise, or some business which furnishes a *regular stipend*, must include all the possible chances, of these the two former are over done — done to death — the latter is too *limited & precarious*, to satisfy an

enterprising mind, & *any* mind which could put up with *dependence*, unless as the result of dire necessity, when an opportunity offers to *throw off the yoke* — must be either criminally negligent in the discharge of his duty, too imbecile & abject to deserve or be safely trusted with the boon. The happiness of your family may require that you engage in some business where all the conveniences of society alias a *throng*, are to be found, & where on a *limited* view of things it will appear that the opportunity of educating your children in such a manner as to qualify them for any sphere in which they be called to act, is to be found & there only. But, what extraneous circumstances are necessary to happiness. Is it continual intercourse with a multitude the greater part of whom you must cordially despise? Is it placing your children at schools, where with the *rudiments* of *science* they will also imbibe the *vices* of their *companions?* Where the distraction of a variety of objects & the fascinations of what is misnamed *society* will preclude them from any but *superficial* attainments. Are the petty luxuries of the table — the convenience of smooth roads, &c &c &c objects of solicitude? I am certain these are not so to you. What then? Independence — competence — rank & respectibility. *My plan* affords the means of attaining all these with the least possible chance of failure. I have not developed to any one the *extent* of my views, nor the strong & increasing probabilities I have of success. It

would be hardly possible for me to detail the whole on paper, I shall therefore reserve it for the subject of another Sunday's ride.

Society may be found, by those who know its *true* value, & are *qualified* to enjoy it, any where, & when "two or three are gathered together" of congenial tastes habits & dispositions, particularly when they are thrown together by similar circumstances, a society is formed at once, — & if they possess cultivated understandings with a sufficient knowledge of the world, & hearts *tempered in the furnace*, the societies to be found in populous cities enjoy not half their happiness. However improbable it may appear to you, who draw your analogies from that part of the country which is under your more immediate observation, a society *will in a very few* years, be found north of the Piscataquis which will approach nearer to your own ideas of the useful & agreeable than *any* which *I* am acquainted with in any of the country towns in Maine.

Admitting this, you may yet object—what are our children to do in the interim? their opportunity for education must not be neglected. I grant it, but cannot even a few furnish the means of instruction to their children for a year or two until regular schools can be established? and what difficulties are insuperable to those determined to conquer them? I am persuaded that when the subject is accurately & closely examined the "obstacles" you mentioned will disolve into "air, thin air" & the *bugbear* terms "wilderness" "savages"

&c &c &c will be remanded to the "place from whence they came," there to dwell with "ghosts" "hobgoblins" &c &c &c in — "*old women's notions.*" I have made something of a *preachment* to you, hope you will be endowed with grace to make a wise application, & in this hope remain cordially your friend & brother.

——MOSES ——

II. LETTER TO ELEAZER JENKS

BOSTON Feby. 10th. 1807.

I should have written you long since if I could have found any thing to say, and even now can not tell you of any *decisive* measures. Our *Academy* bill, lies yet "*on the table,*" having opposed by L. Lewis. I had yesterday some confab, with him & have some hopes of bringing him over to the faith.

The "Quebec road" matter was heard last night before the committee, who gave us much encouragement, there is I think no doubt but it will succeed. Another company had been formed for the same object, unknown to each other, & we agreed to compromise so that the shares are reduced from one fourth to one eighth of a township to each person. I have reserved one for you, *if you go.* The probability is that we shall get the land for 20 cents per Acre, or less.

A petition was presented yesterday, for a turnpike road from Bangor to No 6-8th. range, which will doubtless be granted.—So much for our own affairs, you may judge by appearances whether our *Siberia* may change to an *Utopia* & whether *you* had better become one of the "household of *faith*." *William* is determined on going next spring, & I have good reason to believe that he will perservere in his determination & succeed in his efforts.—

Massachusetts will be restored to correct principles! — for—the "squatters" are about to "manage their affairs in their own way." A caucus was held yesterday morning on the subject of *separation*, & adjourned to this evening 6 o'clock the Demo's are decidedly in favor & many of the federalists.—Who knows amid the revolutions that are impending what may await us — — — Gov. King! Chief Justice Widgery!!! how do they look together?

"Hone" presented yesterday something like a petition to alter or revise the laws respecting *murder*, & some of the members moved that it should be printed!!! so I heard. — — — It is expected that the next thing will be the impeachment of Parsons, & perhaps all the rest of the Judges———This is all at present. I hope to be among you in about three weeks more——love to all the good folks——

In some haste

MOSES G——

10 o'clock P. M. The Grand Caucus was held this evening in the Senate Chamber, *Old W*— in the chair! A resolve past that the members then present exert their influence in the Legislature to procure an order directing the several towns in Maine to give in their votes on the first Monday in April, for or against a separation, & return them to the Secretary's office before the last Wednesday in May. The cause of the debate did not allow much argument against the measure.— Mr. *Bradbury attempted* to oppose it, but was borne down by "Mr. Chairman," the principal speakers in its favor were King, Greenwood, of Bath, Kinsley, Foxcroft & some others. 55 in favor — 10 against —— within three days march of N. Orleans with 8000 men—Wilkinson has *600* to oppose him—so we go—good night.

III. LETTER TO BENJ. DODD

WILLIAMSBURGH 31st March 1825.

MR. BENJA. DODD,

DEAR SIR:

Your last query was, "What would the land remaining unsold in the township command in cash, or on a credit of 1 to 6 years, with interest?" I answered hastily in my last, but now shall take a larger view of the subject.

Twenty years ago, land in this vicinity was worth, or would sell for, one Dollar per acre by the township — & everybody thought would be rising. For fifteen years however it has been constantly on the decline, & now may be bought in abundance from 15 to 30 cents per acre. We have to look for the cause of this in something beside the intrinsic value of the land, for that is the same now as ever, & to inquire whether the same or any other reason will operate to keep it down any longer.

During the high excitement of political parties, the subject of the management of the public lands, & the selling of them to large proprietors afforded a very convenient argument in the hands of one party, to array the multitude of Maine against old Massachusetts, & against all non resident proprietors. When the question of Separation came up, the same argument was renewed & pressed with great force, & it has been so long maintained that the large majority of the people of Maine, & its Government are wrought into the belief, which is supported by their pride, their prejudice, as well as (they suppose) by their judgment, that it is morally as well as politically wrong to sell land in any quantity larger than for the immediate improvement of one man, & that it is morally & politically right to frame & execute the laws so as to compel every person who is so unfortunate as to own a township, to sell it at any rate & at the lowest prices whether he can it afford or not. And the sin of owning, or being agent for a township of land,

is (with many) one not to be forgiven. This manifests itself in our elections, our laws & our trials by jury. I say this in general, though there are instances in which it does not apply.

This state of things will not always last. A time will come when the country will be pretty generally settled, & then as there cannot be much land holden by large proprietors, there will be less interest in the people & government to keep down the price, or compel them to sell; but at present, & for a number of years to come we may expect but little change for the better, & the only way for those who own townships & can keep them, is to be in the midst of them themselves or have an intelligent faithful agent in them, whose interest & feelings are identified with their own, & settle them as fast as they can. In this way they may manage so as to keep them from being wholly sacrificed, & after a while, longer or shorter according as the country in general shall settle, the land they shall have left on hand will command a fair price, enough I think to make it an object for those who are able & willing to keep a part of their land so long. How long it may be necessary to wait, is more than we can tell. My opinion (for which the reasons are too long to be given now) is that it will not exceed 25 years & *perhaps* not half that time, but I think it more probable that 15 or 20 years will be about the time when land in this region will take its permanent rise to a fair standard price.

The two States have divided a part of their land & will soon probably divide more. Massachusetts has sold her divided townships at 10 to 25 cents per acre, 6 years credit free of taxes. Maine sells to *settlers* only, & to them at 30 to 60 cents per acre, pay one half in making roads. Some individuals who bought of Massachusetts are already sick of their bargain and are trying to sell out. Others are buying in. I can buy now at second hand, as good townships as this & as well situated at 20 cents per acre, & smaller tracts at 25 cts. The township of Blakesburgh which is one of the very best in this county was sold last summer at private sale at about 27½ cts.

If there was no hope of a change for the better, it would be advisable, for everyone who owns a large tract to sell it as soon as possible, for the most he could get, but I think there *is* hope. The market seems to be as low as it possibly can be, & any change *must* be for the better, therefore my advice would be *not* to sell at present if possible to avoid it, that is if the proceeds at the present low prices are not more wanted than the uncertain proceeds at a future time; though there is one consideration ought to be taken into view. viz taxes and other expenses, as well as interest, and when I consider the multiplied circumstances & arguments which present themselves on both sides of this question, I am at a loss what to say, & sometimes should advise one way & sometimes another, just as the different circumstances & different feelings happen to predominate in my mind.

To come more particularly to the case of Williamsburgh, much of the value of it may depend upon the slate quarry. I do not suppose that any person would *now* give much if anything more for the township in consideration of the quarry, but, if that should turn out to be worth any thing upon trial, it will enhance the value of the rest of the land provided they are both owned by the same concern; that is it will give a facility for the encouragement of settlers, & whether the quarry will be valuable or not, depends on several circumstances—viz—whether a market can be found for any considerable quantity yearly, at a price which will pay for any thing more than the cost of working & freight, & also whether other quarries may not be found in this region or elsewhere, which I think is probable enough, & if there are, then the value of the whole of them will be worth but little except to the manufacturer. But we must know something farther about it, before we can decide wisely. On the whole therefore I should think it not advisable to make a sale of the whole *at present*, unless you can get a higher price than the present state of the land market seems to warrant. Perhaps a short time may throw some farther light upon the subject, & whatever comes up within my knowledge, I shall duly let you know. If however you should determine on selling & getting rid of it at all events, I shall have something farther to say.

M. G.

IV. LETTER TO BENJ. DODD

WILLIAMSBURGH 20th Oct. 1825.

MR. BENJ. DODD,

DEAR SIR.

Agreeably to the suggestion in my last I shall now endeavor to give you a connected view of the circumstances which may afford grounds for conclusions as to the value of the land in this town,—as far as I am able to judge.

1. The policy of our State Government & the temper of the people are such as give me a very different opinion of the value of land in large tracts, from what it was before the separation of the State. For 1st wild land is taxed for three times as much now as it was before. 2nd The State will keep a large body of land continually in the market at less than $1. per acre, and much of it for next to nothing. 3d The Laws & Jurors & people, all lean hard against the property of non resident proprietors. 4th It is almost impossible to detect & punish trespassers; or if detected nothing can be got of them to pay the expense.

2. The value of a township must be measured by the estimated nett proceeds of sales, & compound interest, after deducting expense of taxes, agencies; surveys, loss on articles of payment made by settlers &c

&c, with compound interest carried forward to the time when all the land is sold, & then both sums reduced to their present worth by discounting the compound interest back to the time of beginning, 6 per cent being taken as the annual interest.

3. There are many townships better situated than Williamsburgh,—that is in more salable situations, some better land, some not so good, therefore it is not safe to estimate this town as any better than the average, & at present not quite so good.

4th. At the present time there is a great current of settlement to the townships on the Penobscot river, & east of it, & the 2 States are now laying out about 60 more new townships which will probably be opened for sale & settlement next year or within a year or two. This will probably continue the current of settlement up the Penobscot & east of it, many years longer, & just so long will keep this town & the townships above it rather in the back ground.

5th. Taking all things into consideration I think that the settlement of the towns in the County of Penobscot lying north & west of Bangor, for 20 years past, will afford as good a rule for judging of the settlement of Williamsburgh for 20 years to come, as any other which will be safe to adopt. Especially when we consider that those towns embrace the most valuable part of the State, & are so much nearer to market than most others, & also when we consider that there are & will be not less

than 200 townships at a time open for settlement & will so continue until the whole interior is taken up in a good degree. The prices in these 200 townships will vary from 30cts to 2.00 per acre, some few will hold their land higher but make few sales.

The enclosed paper marked A exhibits the population of the towns north & west of Bangor, from 1800 to 1820. Most of them began to settle about the year 1800 some a little before, & some a few years later. It was most convenient, & will come near enough to the truth for our purpose to consider them all as of 20 years standing. You will see by this that the best towns, or those of most rapid growth did not average 5 families annually, that some fell short of 1, & that the whole averaged but about 2½.

6th. This article I intend as a possible estimate of the expenses of settling, managing &c the township. As the boundaries of this town were not fully known till lately I have heretofore been able to keep down your taxes to an estimate of 6 miles square, or 21,040 acres for the whole town; but as within a year past we have been required by law to run the outlines of the town, & it is found to contain near 30,000 acres, we shall be obliged in future to increase your valuation near 40 per cent, & your taxes accordingly. The whole taxes this year have been unusually high but probably will be considerably reduced next year. If the settlement increases however, the taxes must increase faster, as there must be continually new roads to make & old ones to repair, more

schools, school houses, &c &c, so that on the whole I should think, that, with any tolerable increase of the settlement, your taxes may in future be fairly estimated at about $1200 a year, decreasing more or less gradually until the whole land is sold.

Next is the expense of managing the town, so long as I have the care of it, you will probably allow me what you think fit, at any rate I do not apprehend you will find any thing to complain of on that score, but, some time or other I must cease, & we know not how soon— then it must be managed by one of the owners, or you must employ another agent. It will be the same in either case for the time & trouble & multitude of little & almost unperceived expenses & exactions to which the owner, if resident, will be subjected will be fully equal to the highest compensation of an agent, and an agent who perfectly understood all the various points of the business & faithfully devoted himself to your interest as his own, could not afford it for less than $300 a year, & that sum would be more profitable for you to pay to such a man than a less sum to an inferior man—(I would not be understood as having any reference here to myself. The circumstances of our concern are such as put us on a different footing from ordinary cases.) But supposing this estimate may be thought too high, I shall in my estimates say—for agency $200 per ann.

Next to be considered is the value of settlers notes. They will always expect to pay in something not quite

so good as cash, & so long as there is more land than purchasers, it will always be good policy to take pay in any thing they can turn out, & this at best will always cause a loss, either in price, or wastage, or expense of converting to cash. I should say that a settler's note for land was always worth 25 per cent less than a Boston note at the same length of credit. There are other little items of expense continually occuring, about which no calculation can be made, & I therefore omit, & sum up the probable charges on the township in future as follows, viz

Taxes of all kinds $1200 per ann. continually diminishing.

Agencies 200 " " stationary

discount on settler's notes to make them equal to cash notes of the same day. } 25 per cent—perhaps this may be too great a discount, I think not, but that I may not make the matter any worse than it should be, I shall in my estimates take 12½ per cent as the loss on discount for prompt cash payments.

If any of these are too high, I think there will be others not here taken into the estimate to make them up, if not to over run them.

7th. As to the prices to be obtained for land in future. The circumstances stated in article 1st, as well as the

fact that they have not risen any for 20 years past, show that they must be low for a good while to come, & perhaps grow lower for a time. I think we can not make much sale at present for $2.00, though we may some. I have thought whether it would not be better policy to put it down to $1.50 or even $1.00 for a while, (& possibly lower still, but of that hereafter). And I think we can not expect the prices will start up faster than 1.00 per acre in 10 years. I have made many inquiries of landholders & others on the subject, & find this estimate is full as high, & generally higher than they think safe. My opinion is that land in this quarter will not rise much if at all for 20 years to come, perhaps it will rather fall from the present prices; but after that may rise suddenly & perhaps considerably.

As far as the foregoing principles are well founded we may make a conjecture of the *nett* value of the proceeds of sale, by assuming some fixed rate of increase of settlement annually, with a fixed scale for increase of prices from time to time, & carrying the proceeds along at compound interest until the whole is sold. Also carrying the assumed amount of taxes & other expenses, with compound interest along to the same time. The difference between the two sums will be the exact nett value of the township at that time, & discounting compound interest on that difference back to the present time will give the *present worth* of the land. This mode will be correct so far as we can be correct in conjecturing

the number of settlers annually to be obtained, with the prices we can sell for, & the probably taxes & expenses.

I have said nothing here as yet respecting the slate quarry, intending to take that up by itself presently after I have got through with the business separate from that.

It not being necessary to be very particular in fractions, I estimate in round numbers that there may be about 24,000 acres yet unsold in the town. If there is more it is probably not worth much, and a considerable of the 24,000 also will not be worth much, however I will suppose that we can now sell for $2.00 per acre, & can add $1.00 more per acre once in ten years, that is 1st 10 years to come 2.00, next 10 years 3.00 per acre & so on till it is all sold, good & bad.

I suppose also that you have now due in the town, for taxes & land, about $4000. I think more, but can not spend the time to examine, & it is not necessary for the present only not to over estimate it.

Upon these principles I shall make out several different estimates, the first, on the enclosed paper marked B is predicated upon as increase of settlers about equal to the average towns in the county for 20 years prior to 1820. I take that year because I have no data to ascertain the increase of population since that time, & I take 3 settlers per ann. 100 acres each, which is higher than the general average, & nearly 3 times as much as *we* have averaged hitherto.

I have some different estimates to make, but have not time to do it previous to next mail, but shall endeavor to send them next week, mean time you will consider the facts & principles stated in this, & will be better prepared to come to a conclusion, when I shall have finished what I have yet to say.

Your friend & sevt.

M—G

It may be said that Exhibit A, mentioned in the foregoing letter is a table showing the population in the various towns of the county from 1800 to 1820, and the percentage of increase in each town. Exhibit B, is a table prepared on the basis mentioned in the letter, and shows that at the end of eighty years the township would cause a loss to the proprietors of the sum of $3684.00. Not a very encouraging outlook.

V. LETTER TO BENJ. A. DODD

WILLIAMSBURGH 26th Oct 1825.

MR BENJA DODD

DEAR SIR

In my last (24th inst) I said I should notice some other circumstances, meaning some which have a bearing on the prosperity of the town & of course to be taken into view in considering of measures to promote the settlement.

Among the multitude of all classes who are roving all over the country to seek a good settlement, are some who have a little property of some kind or other they would be glad to exchange for land, such as horses, cattle, goods of some kind, perhaps notes secured by mortgage in other places &c &c &c, & if they could exchange these for land they would settle, otherwise will go to some other place where they think they can exchange. Some mechanics, joiners, shoemakers, blacksmiths &c want to pay in their work, or in some other way of barter. In most cases this kind of payment would do if the owner were present himself to receive it & make his own bargain & he might turn it again to his advantage, or at least without more loss & trouble than he would be willing to make for the settlement of his land; but an agent, who feels his responsibility to account with the owner for the price at which he sells and interest, will be afraid to make barters of this kind to any extent, though he might often do it safely, & sometimes much to the advantage of his owner in getting good settlers whom he would otherwise lose.

This is one thing to be thought of — another, more important is the following —

The inhabitants of this, as all other new towns are poor, & always have need to obtain credit from year to year for the supplies of their families, until their farms are cleared, buildings erected and land paid for, & they can produce enough on their farms to supply all their wants.

If the owner of the land can supply them, their land being unpaid for & that with all their improvements being in his hands, he is not alarmed about the security & so long as his capital will allow him to wait upon them he needs not to sue them for the purpose of obtaining security & though they should pay him slowly, yet they are better able to pay him inasmuch as they are not exposed to perpetual costs upon petty law suits. But if they get their supplies from traders about the country, the traders as soon as there is any failure in punctuality, or even before, if they apprehend that some other trader has demands upon the same person, will sue and attach the settler's cattle & hay & grain, which are generally all the movable attachable property he has, the consequence is the settler has to make sacrifices, or if he is able to compromise the matter, yet he has the cost to pay & generally make some sacrifice besides. This keeps him poor, renders him unable to pay so soon for his land, & often disables him from paying altogether.

There are now traders in all the towns about us, of whom the inhabitants of this town get their supplies. As none of them keep sufficient assortments on hand at all times to supply their customers the settlers must get credits of several traders. Among the traders are always some sharpers, always upon the watch to seize the crops of their debtors as soon as they are harvested, this obliges those who would otherwise be more liberal to do nearly the same, lest they should lose *their* debts, & between

them all the settlers have often rather a hard time of it. There is never a term of Court but some or other of the settlers in this town get sued and their property attached, unnecessarily on this account. Their resort for help is generally to me, I must in some way or other become responsible, & most frequently I have the debt to pay myself — this keeps me continually embarrassed, without any profit to countervail it in any part. If I was able to supply them myself, & let them pay for it in work on the slate which would reimburse the supply, they would grow richer by all the costs and sacrifices they are now obliged to make, the town itself would proportionally flourish & they would be able to pay for their land so much the sooner & better.

There are some other circumstances which might be mentioned, but I am afraid you will get quite out of patience with what I have written already, within this week or two, & therefore I will say no more but conclude in a summary way.

If what I have written in this & the three last letters is well founded it will follow

1st. That if the township can not be made to settle faster than it has done & faster than the average of the towns in this County have done, it will be worse than a total loss, & may as well be abandoned at once.

2nd. If it can not be made to settle faster than *any* town in the County has heretofore done, it will be worth very little to the owners.

3rd. It *can*, in all probability, be made to settle much faster than this & eventually be worth something considerable to the owners, if right measures are taken promptly.

4th. It must require some outset for a number of years at any rate, either by advancing a capital to work the slate, or in paying taxes & charges.

5th. If no capital is advanced to work the slate & supply the settlers for a while, the sales will not be sufficient to meet the taxes & other expenses, therefore nothing will be saved by it.

6th. Whatever capital is advanced, it will be safe, & be soon refunded in slate, if the slate will fetch enough at Boston to pay the expense.

7. It would be advisable to take anything of settlers in pay for land, which they may wish to turn out, at least for a few years, even if there should sometimes be a loss on the articles.

8th. If any measures are taken to encourage the settlement it should be made extensively known by advertisements & handbills, in order to excite the attention of settlers who will otherwise be directing their views to other places.

On the whole therefore the course I should advise to pursue would be in substance like this, viz.

To advertise extensively for settlers—to let them have land in any quantity & at almost any prices they will give, & take any thing in payment they may have to

offer—to keep always in the town a supply of every article they will want to purchase—to take their labor in working slate, or lumber, as far as that will go, (which is not far) or their produce or stock when they shall have any to spare, & to sum up all, make it evident to them that by some or all of these ways, they may have a better chance to pay for land & support their families in this town than in any other. & if the slate will command any thing near $20. per ton in Boston, say if only $16 or $17, I have no doubt that this may be the case, & the town be made to settle faster than by any estimate I have heretofore made. And unless this is done, or something else nearly of the same kind, I do not know of any thing farther from which I could encourage you to hope for any advantage to be derived from the township.

But you will expect from me not only general principles & opinions but details & specific propositions. I have perhaps made details enough for your patience & have several propositions to make, & at this time shall make two, which you may consider until I send another which will be as soon as I get time to write another letter.

First. If the owners will come to an arrangement among themselves & give me authority to proceed in settling the town in the best manner I can, and will furnish me with a capital sufficient to supply the settlers, & to work & transport to Bangor from 400 to 1000 tons of slate yearly, I will manage the business to the best

of my judgment for their advantage & my own, take all measures I can to get settlers into the town, get out as much slate as possible & send to Bangor or Boston, & account with you for the principal & one half of the nett profits on the capital & slate, or instead of this as soon as I can ascertain fully the expense of working & transporting the slate, I will deliver it at Bangor at that price, & account with you for the amount of capital advanced with interest after six months, charging nothing for agency in settling the town.

But, if any of the owners should prefer to take the business into their own hands, then—

Second. For this case you will want my place & will not need my presence, & if you will give me & my family the value of what we have in the town and balance all matters & accounts between us as we shall find eqitable I will remove at any time on six or three months notice, & part, as we have ever lived, good friends.

I make the first proposition believing that, if it suits the views & convenience of the owners, it is the best thing they can do respecting the township, if they keep it. And I make the second, because it is no object for me or my family to live in this town merely for the sake of what we can get from farming, for we can do better in another place; & because if any of the owners would wish to come & manage the business for themselves, it will be best for them to take my place entirely & let me

go ; but I hope it will not be understood as indicating any dissatisfaction, far from it—I only wish to show you that I am ready to go or stay & desirous to do any thing which shall promote your interest as well as my own & satisfy all parties.

From the little I know of the situation & views of the several owners, I do not know that either of these propositions will be acceptable or convenient to them, though I should think they might be acceptable if convenient. But to meet all possible views, as far as I can anticipate them, & am able, I have some other propositions to make, which shall be the subject of my next. Observing however in this place, that with respect to all or any of my propositions, it is important to me to know soon which, if any, of them will be accepted. I must therefore limit the time for their consideration, & say that to 1st Jany next may be the time but sooner if possible because that about that time, if not sooner I have another arrangement in view which perhaps may prevent me from entering afterwards into any of the arrangements which I now have or may propose.

Your friend & sevt.
M. G.

MISCELLANEOUS PAPERS

HINTS FOR PEACE SOCIETIES

THE maxim of the celebrated Hobbes that "man is a fighting animal" is exemplified in all communities, whether of the civilized or savage state, — but perhaps in no instance more than in the eagerness with which men engage in & pursue the vindication of their supposed rights, through the medium of the Courts of Law. Nor is the recklessness of these "fighting animals" to the injuries they inflict upon others, more capable of proof in any case, than in that of the apathy with which the expense to the community, occasioned by litigation, is viewed by the litigants and others. As an instance take this fact:

Two causes tried this term occupied the Court & Jury four days. The amount of damages recovered in both actions, was less than thirty Dollars. The pay of the Jurors during this time, amounts to $180. of which the parties refund $14. leaving $166. to be paid by the

County. The County also pays for Sheriff, deputies & waiters during the same time, about $40. The expense of delay incurred by other parties who were waiting for trial during the same time may be estimated at not less than $400 more, making the absolute expense incurred by the public by the litigation of two actions only, not less than *Six hundred Dollars.*

Yet of the whole multitude who have witnessed or interested themselves in the course & event of these suits, perhaps not five persons have asked themselves the question whether the whole of this expense to the community, together with the additional loss & expense to the parties themselves, & still more the vastly greater evil of the license & indulgence afforded by them to the worst passions of our nature, might not all have been avoided by one hour's sober reflection.

QUESTIONS ABOUT PUBLIC LANDS

Questions propounded to Mr. Greenfeaf, by the Committee of the Legislature, for information relating to the land of the Commonwealth.

What is the quantity of unsold lands in the District of Maine, probable —— ——

What proportion of that land is settleable, supposing it laid in 100 acre lots —— ——

Where is the largest body of good land—what is its quantity, & its distance from navigation —— ——

What is the proportion of settleable land as above——

Where is the 2d largest quantity—& distance—what quality——

Proportion——

3d——

——

4th

——

What proportion (encouragement being equal) will find its nearest market at — Bangor — Hallowell — Passamaquoddy — Fredericton — Quebec —

What is the opportunity for diverting the current from Fredericton & Quebec to ports within the District —

ANSWER

WILLIAMSBURGH 29th Dec. 1813.

CHAS. HAMMOND ESQ. SIR.

In compliance with your request in behalf of the Committee of the Legislature, for certain information relating to the land of the Commonwealth, I have prepared from the papers in my possession, the subjoined statement.—

The District of Maine contains not far from 34,680 square miles of which about 16,175 sq miles are already sold & located & there remains in the possession of the Commonwealth 18,505 sq miles or 11,843,200 acres, out

of which about 430,000 acres is reserved for the Penobscot Indians & probably about 45,000 is occupied by a number of French, on the St. John in the county of Hancock, which leaves belonging to the Commonwealth 11,368,200 acres, out of which is to be deducted sufficient for the grants already made & not located, a few townships appropriated to making certain roads, & the remainder, which after these deductions will doubtless exceed 11,000,000 acres constitutes the disposable fund of the Commonwealth in Eastern Lands.

If the whole tract of 11,843,200 acres is considered in regard to the several points from which emigrants may most conveniently proceed into it & to which they will naturally resort as their nearest market the facilities of communication being supposed equal, it will be found that the five nearest markets will probably attract to themselves severally the population of sections containing very nearly the number of acres subjoined —

Augusta on Kennebeck	619,500 acres
Bangor on Penobscot river	3,745,300 "
Passamaquoddy	220,800 "
Fredericton	5,913,600
Quebec	1,344,000
Total	11,843,200

From this it appears that when this territory shall be settled the inhabitants of nearly two thirds its extent will, unless measures are taken to open the *best possible*

communication by land & water from *Bangor* or *Augusta* into the heart of the territory, be obliged to depend on foreign markets for their supplies, & will carry to them their produce. *This State*, as well as the nation will thus lose all the benefit arising from the interchange of products between this part of its *own* commercial & agricultural population.

The central part of the *greatest* body of *good* land belonging to the Commonwealth lies about due north from Bangor & is distant about 120 miles in a strait line. The most *central point of communication* with much the *largest* part of the interior is about north ten degrees west from Bangor, & distant about 100 miles in a strait line. On account of the intervention of lakes & mountains the nearest practicable route to this point must pass between the Spencer mountains, thence to the east of the Ebemee mountains, & thence North.

From this point there are good water communications in different directions exceeding 290 miles, through the States land alone, with only four portages the longest of which does not exceed two miles, & the land on them is low & practicable for canals. Considering the country in sections referring to the quality of the land, or the proportion of good land, it appears from a comparison of all the accounts at hand that of the section immediately west of Moosehead Lake, containing about 276,000 acres, about one third is good land. The whole tract

west of this (about 849,000 acres including that in the county of Oxford) is mountainous, & about one fourth good land.

Between Moosehead Lake & the East branch of Penobscot, including a tract north of this, about the heads of the Aroostook are about 1,160,000 acres, of which one third may be considered good land — this tract is generally mountainous — not so rugged as in the tract last mentioned.

Between Penobscot, Scoodic & Metawamkeag, generally level, say about 640,000 acres — one half good land.

North of Metawamkeag is a tract of low swampy land about 300,000 acres of which probably not more than one fourth is good land, and about 1,400,000 acres of which one half is good.

In the N. E. corner of the District is a mountainous tract probably 780,000 acres, quality unknown.

The remaining land, about 6,400,000 acres, on the waters of the St. John & the northwestern branches of the Penobscot, is a continued body of good land, extending from the eastern to the north western frontier of which *three fourths* is good land. The eastern part is generally level, the western rises in large swells, there are no mountains of consequence from the ten townships laid out on the Kennebek road until very near the north-eastern extremity. The most central part of the good land in this tract is rather west of the Meridian of Bangor.

The tract on the eastern frontier can be made most conveniently accessible to settlers, only from the St. John. The remainder may be easily rendered accessible, both by land & water, from different points already settled within the District.

In estimating the different proportion of good land as above described, reference is had only to land of the first quality in the several sections — the proportions between the second, third & fourth qualities, have not been so much the objects of my research & I can therefore only conjecture them. They may perhaps be best estimated by comparison with other parts of the District already known.

From ten years of interested observation, & the concurrent opinion of all with whom I have had opportunity to converse & on whose judgement I could rely I am fully convinced that to fill the interior of the District rapidly with inhabitants, nothing is more necessary than *good* roads & liberal terms of sale — that on this subject *parsimony* is real *waste*, & an extensive, liberal & vigorous system of improvement the only true economy.

EASTERN INDIANS*

EXTRACT OF A LETTER FROM MOSES GREENLEAF, ESQ., TO REV. J. MORSE, D. D.

WILLIAMSBURG, MAINE, 28th. Nov. 1823.

REV. AND DEAR SIR,

I noticed in a late paper, some observations of Baron Humboldt, upon your *Report* relating to Indian languages. I have not the paper at hand, and have forgotten what they were, except that they coincided with my own previous opinion, and brought to mind some ideas on which I have often reflected. Investigations of Indian history, customs, languages, &c. are interesting to the learned world, to the antiquarian, the philanthropist and especially to the Americans; but there are some classes of men, to whom the investigation of their *languages* alone, may be more particularly useful, as well as to mankind at large; more especially to the immediate civilized successors of the aborigines. The classes to which I refer, are those of the Geographer and Natural Historian.

The first discoverers, and first inhabitants of a country, *usually* give names to rivers, mountains, lakes, &c. to

* Reprinted from the first report of the American Society for Promoting Civilization and General Improvement of the Indian Tribes of the United States. New Haven 1824.

commemorate some place they have before known, some person, some event, or descriptive of some quality of the place. Civilized discoverers more frequently give commemorative names. Uncivilized, or nearly so, almost universally, *descriptive*. Thus modern names are apt to be arbitrary. Ancient ones very generally have an appropriate meaning. And I believe that, as far as we know, the languages in which the most ancient names of places on the earth, have an appropriate signification, so far we may know, to a moral certainty, the tribe or nation who were or from whom emigrated the first settlers of that region. I recollect, when a boy, to have read in an old English Magazine, an essay under the signature of Merion, founded on these principles, and proving satisfactorily to my mind, that the *Welsh* was the language of the first settlers of the principal part of Europe. He gave a great variety of names of places, still known, with the original signification, which was evidently appropriate, and these names were Welsh words, or sentences, some of them somewhat corrupted, others but little altered, even in the spelling, and some not at all.

It is 30 or 35 years since I read it, and I recollect but few instances, one is *Vesuvius* (Welch *Vus-huv-ys*, a burning mountain,) *Et-na* is analogous.* There were instances all over France, Germany, &c. The Hebrew

* I should like to know, if there are any analogies between the Welsh language, and that of any of the ancient nations of Asia Minor.

scholar finds confirmation of the general proposition, in the proper names recorded in scripture.

A knowledge of the meaning of Aboriginal names of places, will lead to researches for the property or quality indicated, and often with success. It is this which may render investigations of our Indian languages useful to us. It is far from improbable, in my opinion, that a proper attention to this point, in our extensive western regions, may lead to valuable discoveries in soils, products, minerals, &c. at least much sooner than they would otherwise be made.

I have before promised you some names in this region, for other purposes, and now enclose an imperfect list of Indian names of streams, islands and lakes on the Penobscot, and St. Johns, with such explanations as I am able at present to give. I have no knowledge of the language of the Penobscots (or *Penoomskeooks*, as they would more properly be called, or "Numbugs" as I *have heard it said* they call themselves, perhaps *Novumbeguas*,) except occasionally a word or two, and the explanations are chiefly second hand, as are in some cases the names themselves. Perhaps by prosecuting inquiries, which you have the best means of doing, you may, with little trouble, make some valuable additions to our stock of geographical knowledge, in this way.

A few instances, just now occur, which are not on the list, and may serve to confirm some of my remarks.

Olam'mon (*paint*, or place where paint is found.)

The name of a stream and island on the east side of Penobscot. Here is found a good paint, an oxyd of iron. Bog iron ore is found in the vicinity.

Mun'na lam'monun'gun or *Mun'olam'mon-un'gun* (*very fine paint*, or place where it is found, or great quantity of it.) The name of the west branch of Pleasant river, passing through the N. E. quarter of Williamsburgh. No. 6, 9th. range &c. On this is found a large quantity of very fine orange colored ochre, some of a bright yellow, and some red, and a *mountain* of *excellent iron*. Various oxyds of iron are found all along its banks, and I have seen some sulphate of iron, but not much. Near the head is a mineral stream; qualities not known. The name is a superlative of Olammon. The iron and ochres were found, from inquiry, excited by the name.

Sebec. The town next to this, is from a pond and stream of the same name, but it is properly Sebagook (a great water,) and is the same with the Indian name, of Sebago pond, in the county of Cumberland. When I first came to Maine, Sebago pond was called Sebaycook. They are both the largest in their respective vicinities.

Kennebeek, (Indian *Kahnobahkook*.) Kennebacook and Kahnobahgo. The well known river and two smaller streams in Maine, are all the same name and signification. I once knew it, but have forgotten.

I have exhausted my time and nearly my stock. It is well if the same may not be said of your patience. For

other parts of your letter, which I have not adverted to, accept my thanks, and believe me very respectfully and sincerely,

Your obedient servant,

MOSES GREENLEAF.

REV. DR. MORSE.

INDIAN NAMES OF SOME OF THE STREAMS, ISLANDS, &C. ON THE PENOBSCOT AND ST. JOHN RIVERS IN MAINE; FURNISHED BY MOSES GREENLEAF, ESQ.

It is rather difficult to spell Indian words, from the want of English letters to convey accurately some of the Indian sounds, and from the differences in pronunciation among the Indians themselves. I have followed such as I think most accurate, and endeavor to use no silent letters, nor any of dubious sound—e—g—for c I write s, except ch as in cheese, for soft g—j &c. a is generally broad, as in father.

Beginning at Bangor, and ascending the Penobscot to Chesunkook Lake, I prefix R, to places on the right, or *eastern* bank, and L, to those on the left. Islands and lakes, in the river, of course, need no such designation. Looking on the map for places there laid down, you will,

from the order of arrangement, ascertain nearly the position of the others.

I give first the Indian names — then the present English names where there are such, and last the signification as far as I know it :

Pem-ta-qua-iuk-took,	Penobscot River,	(Old writers have it Pemtageovet erroneously I think.)
L. Kenduskeag,	(From Ken-kon or Kahn, the calf of the leg, and keag a point of land.	A pleasant promenade
Sobskook,	Nichols' rock,	In the river at the head of the tide.
R. Patagumkis,		Crooked stream.
Aneksassissaik	Ant Island.	
L. *Mskùtook,	Stillwater west side of Marsh's island.	Stillwater, (by some *rearing* water.)
R. Mad-a-mis-comtis,		Young alewive stream
Was soos-sump-squehè-mok,	Marsh's Island,	Slippery rock I. (Wassous is a bear.)
Ma-chee-wee-sis,	Great works Falls,	Bad Falls,
R. Ta-la-la-go-dis-sik,	Webster's I.	Painting place for Squaws.
Wa-be-nung-te-kook,		Crooked Falls.
Pe-noom'-ske-ook,	Old Town Falls,	Rocky Falls.

(Hence the English word Penobscot. It would have been better *Pe-nobs-kook* Obskook means a rock in the water.)

L. Ku-kun-sook, Pushan stream.

R. Sunk-haze.

L. Mas-quas-secè-kook, Birch stream

No-lat-hee-hee-mun'-gun, I. Old settlement.

*Schoodic—Schoodiac &c. &c. are all the same word.

Kah-no-nah-jik,		Long Island.
Bos-que-nu-guk-I.	Broken I.	Burying Ground.
L. Kus-sus-kook,	Hemlock stream and I.	
Pem-squam-ku-took,	Birch Island.	
Suga-la-manahn,	Sugar Island.	
L. Beem-squam-kee-took,		Quick smooth water.
Sow-on'-gun,		Eagle I.
R. Olamman, str. and I.		Paint or place where paint is found.
Wom-be-man-do,		White man's I.
Sau-gus,		Bad Island.
(Quere what is the meaning of Saugus.		Lynn?)
Man-da-wesso,		Hedgehog I.
A-was-soos, I.		Bear I.
R. Passadumkeag,		Stream above Falls.
Bos-que-noo-sik, I.		Burying ground for Mohawks.
Chee-manahn,		Great Island.
L. Piskataquis,		Rapid River.

Piscataquis — Piscataqua near Portsmouth, another of the same name near Portland and and Piscataquog, in N. H. have all the same meaning, and answer to the description.

L. Meè-sok-dow-hok,	Burnt land I. and str.
Ba-kun-gun-a-hik I.	Crooked I.
Kas-sa-nun-ga-num-keag,	Elaware rips (or rapids.)
Na-mok-a-nok,	Mohawk Rips.
L. Mad'-a-mis-kon'-tis, str.	Young alewive str.
R. Mad'-a-nau'-kook, str. and I.	
R. Squa-mok-wee-see-boo, str.	Little salmon str.
Ma-num'-kook,	Sandy I's.
Sol-o-gis-moo-dik,	5 Island Falls.
Ma-ja'-obs-koos,	Pomoohah's (Devil's) rock.
R. Mad-a-wam-keag, str.	

At-te-beme-nok,	Cherry I.
Sku-ko-al,	Grass I.
Manas'-koos,	Green I.
Pata-gum-kis,	Half-circle point, str. and falls.
R. Phil-a-moosis,	Little Salmon str. (some other explanation.
Nik-è-tou,	The great fork of the river.
Che-too'-kook, or Che-sun-kook,	The great West Branch.
Was-sat-a-quoik,	The great East Branch.

(From this follow up the great West Branch.)

L. Mam-a-sun-gu-obskook,	Rough stone stream.
Ma-dib-par,	Flint stone falls.
Kob-os-see,	Sturgeon I.
Ne-gun-is-sis,	Short falls and portage.
Quas-sa-bam,	Pond I.
Pquakis,	Red Pond.
No-lum-ba-jik,	Pool.
Baam-chè-nun-ga-mis,	Cross Pond.
Bamedumpkok, (Pemedumpkok),	Sandy barred pond.
Manahn-ee-kook,	River full of I's.
Maju-um-quassa-bam,	Bad pond.
Pon-gon-qua-mook,	Same.
Pon-gon-que-mis,	Same.
Bok-a-ja-nes-quis,	Jug I.
R. Aubol-jok-o-ma-gassik streams.	Bald country.
Che-sun-kook Lake,	(*Che*-great—*kook*-water.)

ST. JOHN'S RIVER.

(*Begin at the head of S. W. branch or great lakes to descend.*)

Pon-gon-qua-mook,	Muddy pond.
Baam'-chee-nun'-gamo, or Ahp'moo-jee'-ne-gà-mook, Lake,	*Baam'* or *Ahpm*—across. *Che* or *jee*—great. *Mook-ook*, &c. water.

Wal′ lan-gas′-que-ga-mor, or Wallah′-gas-que-ga′mook,	Lake,	Back wigwam lake. The stream below bears this name, (abridged to (Alligash′ to its junction with the Walloostook, or "good river," which heads near the boundary towards Quebec, and these two form the St. Johns.

(*Descending the "Alligash."*)

Uem-sas-kikponds,	"Tied together like sausages."
R. Ma-qua-kook,	Birch Stream.

On the Main St. John.

L. Pe-che-ne-ga-mook,	St. Francis' river.
R. Up-que-dopsk,	Fish river.
L. Madàwaskah river.	
L. Walumpkuas river,	(Just below Madawaskah.)
L. Qua dotch quoik river,	" Green River.
L. Si an gas river,	
L, ————————	Grand River.
L. Pogop ske kok, str.	(Just above Grand Falls.)
Chè ka chè ne gà bik,	Or Grand Falls, just below the boundary.
R. Aroostook river,*	

The following are among the Radical Words in the foregoing, as I conjecture:—

Gumkis, Gunakik	Crooked.
Took, Mook, Ook	Water—I think it indicates a large quantity.
Wassoos, Awassoos	A Bear.
Moosis	A Moose.

*I suspect this to be radically the same word with Wal loos took, i. e. Good River or Fine River; the description of the stream and surrounding land, agree with this.

Maqua,	Birch.
Bos que,	Burying-ground.
Ma chee,	Bad—wicked—(*Macheene* to kill.)
Che / Chee,	Great
Manahn,	Island.
Baam, / Ahpm,	Across.
Squam,	Quick—Nimble.
Squamik, / Squamock,	Salmon.
Keag,	A point of land.
Obskook, / Obskoos,	A rock in the water.
Aubol, / Obol,	Bald—Barren.

CONTRACT BETWEEN MR. GREENLEAF AND WILLIAM DODD

"This Agreement of Indenture made & fully concluded on, between William Dodd of Boston, in the County of Suffolk & Commonwealth of Massachusetts, Merchant, & Moses Greenleaf of Bangor, in the County of Hancock & Commonwealth aforesaid, Yeoman, Witnesses, that the said Dodd & Greenleaf, joint proprietors of the township numbered Six, in the eighth range of townships north of the Waldo

patent in the County of Hancock aforesaid, to wit the said Dodd proprietor of three fourths, & said Greenleaf proprietor of one fourth of the same, in common & undivided, do for the promotion of the settlement of said township, agree on the following Articles, Viz — — —

"1st. The said Greenleaf, on his part, for a valuable consideration paid by said Dodd, agrees that he will cause to be settled in said township, at his own proper cost and charge, ten persons or families within three years from the last day of July next; ten more persons or families within four years; ten more within five years & ten more within six years from said last of July next. Each of which shall at those respective periods, have cleared, on the land which may be sold him as hereafter specified, at least five acres, have built a suitable dwelling house thereon, & be at that time residing therein, with his family if he has any, that is to say, ten of said settlers shall be so residing in three years, ten thereof in four years, ten in five years, & the remaining ten in six years from said last of July next.

"2nd. The said Greenleaf also agrees, that the said settlements shall be begun upon by falling trees on lots or parts of lots for distinct settlements at or before the several times hereafter mentioned, & shall thereafter be continued & improved at least to the final term of settlement herein specified, to wit, ten of said settlements shall be begun upon as aforesaid on or before the last day of

July next, ten in one year, ten in two years, & the remaining ten in three years from said last of July next. On one of which settlements said Greenleaf will within four years from the last of July next, reside with his family as one of the settlers before mentioned, & continue thereon until the final period for completing said settlements as above expressed, under penalty of five hundred Dollars which he hereby promises to pay to said Dodd in case of essential neglect, without deduction in chancery or otherwise, it being a principal object with said Dodd to have said Greenleaf a permanent settler & resident in said township.

"3rd. And said Greenleaf further agrees with said Dodd, that at or before the expiration of the several periods of time before mentioned for completing the said settlement, he will procure from the persons who shall become settlers as before mentioned, Notes of hand, or bonds for money payable to said William Dodd or order, which shall amount at least to seven thousand four hundred & forty Dollars, or more if said Greenleaf shall obtain more from said settlers, To Wit, the Notes or Bonds from the first ten shall amount to twelve hundred & eighty Dollars, & shall be payable within three years from the last day of July next, those from the second ten shall amount to seventeen hundred & sixty Dollars, payable in four years, those from the third ten shall amount to two thousand Dollars payable in five years, & those from the fourth ten shall amount to two

thousand & four hundred Dollars, payable in six years from said last of July next, all of which to be on interest from their respective dates; & as it is understood, & expressed in the following article, that one fourth part of the land for which the Notes aforesaid will be procured, is to be considered as a part of said Greenleaf's interest in said township, therefore one fourth part of the Money due on said Notes or Bonds, shall when paid to said Dodd, be endorsed on said Greenleaf's Note to said Dodd, or otherwise accounted for by said Dodd to said Greenleaf.

"4th. And the said Dodd on his part agrees with said Greenleaf, that he the said Greenleaf shall have power to sell to each of said settlers, at not less than the following rates, Viz, to the first ten at one Dollar per acre, to the second ten at one Dollar & ten cents per acre, to the third ten at one Dollar & twenty five cents per acre, & to the fourth ten at one Dollar & fifty cents per acre, any quantity of land not less than one hundred acres nor more than one of the lots as surveyed by Park Holland Esq, to any one settler, deeds of which to be given as hereafter mentioned. Three fourths of which land is to be considered as belonging to said Dodd's part, & one fourth thereof to said Greenleaf's part of said township. Said land so sold is to be laid out at the discretion of said Greenleaf in such a manner as best to accomodate the settler, & promote the property & interest of said Dodd. Provided however

that the whole quantity of land sold to said settlers shall not exceed one fourth part of the whole township, & shall not include any part of the lots numbered ten & eleven in said township.

"5th. The said Dodd & said Greenleaf agree that whenever any of the forty settlements aforesaid shall be completed, & the conditions as aforesaid to be agreed on between said settlers & said Greenleaf shall be complied with in all respects, then they the said Dodd & Greenleaf will make & execute to the said settlers their heirs or assigns, good & sufficient warrantee deeds of the lands which the said Greenleaf shall have contracted to sell to said settlers as aforesaid, To wit, to such of said settlers as shall have complied with their respective agreements as aforesaid, the said Dodd will convey three fourths of their respective lots, & the said Greenleaf will convey one fourth of their respective lots, to be held in fee simple by said settlers their heirs or assigns.

"6th. The said Dodd also agrees that the said Greenleaf shall have power to lay out & make such roads within said township as he shall judge necessary & expedient, the expense of which shall be paid three fourths by said Dodd, & one fourth by said Greenleaf, said three fourths to be deducted out of the first payments which shall become due to said Dodd at the time of incurring said expense. Provided that the roads so laid out & made shall not exceed thirty six Miles, & that the expense thereof shall not exceed thirty Dollars

per mile. And all expenses necessarily incurred in surveying lands for settlements & retracing lines where they may be destroyed or not sufficiently marked, shall be borne in the foregoing proportions between said Dodd & said Greenleaf.

"7th. In case the Legislature of this Commonwealth should require that any number of settlers shall be placed in said township within a shorter time than before mentioned, then the said Dodd & Greenleaf agree that they will, each of them at his own proper cost & charge cause his respective proportion of the same to be settled in the township at the time required by the Legislature. To wit, the said Dodd three fourths, & said Greenleaf one fourth of the number which may be at that time necessary to complete the whole number so required.

"8th. Whereas the one fourth part of said township was sold by said Dodd to said Greenleaf as containing five thousand nine hundred & twenty acres, exclusive of public reservations, therefore the said Dodd agrees that should it be hereafter found that said fourth part does not contain so much, he will make up the deficiency to said Greenleaf in land of equal value in said township or pay him therefor at the rate of one Dollar per acre with interest from this date, for all such deficiency.

"9th. The said Greenleaf also engages to continue his residence in the township during the before mentioned

period, & to use his best endeavors, & all fit & proper means, for establishing & promoting said Settlement, for the joint benefit of himself & said Dodd, that he will not make any charge for his personal services therefor, either as surveyor or otherwise, except in cases otherwise agreed on, that all expenses incurred thereon & which are to be paid by said Dodd as above, shall be discharged from the proceeds of the sales as aforesaid, without personal resort to said Dodd, & that he will not sell more than one half of his interest in said township, except such part thereof as by virtue of the above agreement shall be sold to persons who shall become actual settlers in said township, until the settlements before agreed on shall be completed as aforesaid by the several settlers, according to the true intent & meaning of the foregoing article.

"10th. And neither of the contracting parties shall sever or divide his portion of said township from the other, until the settlements before mentioned shall all of them be completed by the settlers as aforesaid, provided said Greenleaf shall duly perform his part of this contract, but said Greenleaf may select for himself, as a part of his interest in said township, such lot as he shall actually settle on & improve. & such part as said Greenleaf may sell as above shall be conveyed in the same undivided state as he holds it, & no severance of his fourth part, notwithstanding his sale thereof, shall take place until said township is settled & improved as before mentioned.

"11th. And whereas the conveyance of said land to said Dodd from the Commonwealth, is accompanied with conditions in the usual form relative to the settlement of said land by inhabitants, concerning which it is presumed no legal advantage will be taken by the Commonwealth, provided the same be done at such future time as may be designated by law, if however contrary to expectation said land shall be taken away for past neglect of said conditions, so that the title of said Greenleaf under his purchase shall be thereby defeated, the said Dodd shall in such case refund to said Greenleaf his heirs or assigns, the consideration received therefor by said Dodd from said Greenleaf for the purchase made by him as aforesaid, but said Greenleaf in such case is to lose all his labor & services relative to the premises.

In testimony whereof, we the said William Dodd & Moses Greenleaf have hereunto set our hands & seals at Boston aforesaid, this twenty fourth day of February in the year of our Lord one thousand eight hundred & six.

Signed, Sealed & delivered — WILLIAM DODD (L. S.)
In presence of — MOSES GREENLEAF (L. S.)

The words "aforesaid to be" in the fifth article being first interlined

JOHN CRUMBY
BENJA. DODD.

ENDORSEMENT ON BACK OF AGREEMENT

"WILLIAMSBURG 5th October 1813 — It is agreed by the within named parties, that the within named Greenleaf shall continue to sell to settlers as within mentioned, in such quantities as he may find expedient, not exceeding an average of two hundred acres to each settler, provided however that all the payments which shall be received therefor shall accrue as within mentioned to said Dodd, until one fourth thereof, being said Greenleaf's proportional part thereof, shall amount to a sum sufficient to discharge the note within mentioned, as well as all other notes, or demands which said Dodd now holds, or may at the time hold against said Greenleaf.

"It is also agreed that whenever any of the settlers as within shall have cleared on their respective lots, at least ten acres, & have the same well fenced and producing grass, & shall have erected thereon a suitable frame & board dwelling house & barn, the said Dodd & Greenleaf will execute to such settlers respectively good warrantee deeds of their respective lots, on receiving their notes for the principal & interest which shall then be due thereon & having proper security therefor by mortgage of the land which they shall severally have purchased.

"& it is farther agreed, that the price & terms of payment at which said Greenleaf shall sell land as within in future, shall be such as said Dodd shall from time to

time direct, & that whenever the said Dodd shall think proper he shall be at liberty to revoke, modify or alter all or any of the powers herein granted to said Greenleaf, & upon receiving instructions to that purpose from said Dodd, said Greenleaf shall not be at liberty to proceed any farther in selling the land, or transacting any other of the matters herein contained.
Witness our hands & seals WILLIAM DODD. (L. S.)
the words "land as within" MOSES GREENLEAF (L.S.)
first interlined.— — —

MOSES GREENLEAF, OF WILLIAMSBURG*

This gentleman was born at Newburyport, Oct. 17, 1777, and died at Williamsburg, Maine, March 20, 1834. His father of the same name, had the appellation of "silver tongue," from his aptitude of expression and fluency of speech. He removed to New Gloucester when his family consisted of his wife and four sons. These were Moses, Jonathan, late Minister of Wells, who published in 1821, Sketches of the Ecclesiastical History of Maine; Simon, the late Reporter of Decisions, now Professor in the Law School at Cambridge; and Ebenezer,

* From the note book of the late William D. Williamson. Communicated by Joseph D. Williamson, Esq. Reprinted from the Bangor Historical Magazine.

a Mariner, now resident in Williamsburg. Moses resided a few years at Andover, Maine, and settled at Bangor, in trade. He married Miss Poor, sister of the wife of Jacob McGaw, Esq. Unable through misfortunes, or changes in the times, to sustain himself in mercantile business, about the year 1806, or 1807 he resigned his property into the hands of his creditors, and afterwards removing into the township where he died, prepared in the midst of the wilderness, a habitation for himself and family. His mind was energetic and elastic, though sometimes visionary. His education, which was acquired at the common schools, was greatly improved by reading and reflection, by business, and by the literary pursuits to which his mind and tastes so much inclined. Being a magistrate, a land-surveyor, and a ready writer, he was one of the most useful men among the settlers of a new country. At one time he was a Justice of the Court of Sessions. In 1816, he published a Map and a "Statistical View of Maine," and in January of that year the Legislature of Massachusetts authorized a subscription for one thousand copies, at three dollars for each map, and seventy-five cents for each copy of the work. Encouraged by this patronage, he revised and enlarged both; and in 1826, published them at great expense. The new edition was called "Survey of Maine," and the maps were several. On application to the Legislature of Maine for aid, a resolve passed March 10, 1830, gave him $500, and a subscription on the part of the

Government for four hundred copies of the Maps and Surveys, at sixteen dollars per set. These last works acquired him considerable credit; but they were too heavy to find a ready and extensive sale; and hence the remuneration for his labor was not adequate to his deserts, he never was fitly compensated for his time.

I knew Mr. Greenleaf, well. He was quick in thought, composition, action and speech. His stature was more than middling for height, and well proportioned; his complexion rather light; his manners easy, and himself always frank and accessible. Some years before his death he made a profession of religion, and died, as he had lived, in the hope of salvation through the merits of an atoning Saviour. He left a wife, and four children; two sons and two daughters. He was always a Federalist, and sometimes rendered himself quite unpopular by his zeal, and severity of expression in conversation upon politics.

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OF

THE MAPS OF MAINE

BIBLIOGRAPHY OF THE MAPS OF MAINE

IN the following Bibliography the editor has endeavored to prepare a complete list of all the maps of Maine that have been published, with the exception of those that have appeared in school geographies. He is conscious that some may have been omitted, but an effort was made to make the list accurate and complete.

Explanation: The initials following the description of the maps, indicate where copies may be found. L. C. Library of Congress; M. S. L. Maine State Library; M. H. S. L. Maine Historical Society Library; H. W. B. Collection of Hubbard W. Bryant, Portland Me; E. C. S. Collection of Edgar C. Smith, Foxcroft, Me.

Fac-simile copies of twenty three of the earliest maps known to exist, reduced and lithographed in Bremen, Germany, under the direction of Dr. J. G. Kohl of Bremen.

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(Note. While these maps generally embrace the whole of the then known NEW WORLD, and do not relate exclusively to Maine, yet they are the earliest maps of that country of which Maine forms a part.)

I. The North Atlantic, by Antonio Zeno, in the year 1400. 5¼x4. [1

II. The North Atlantic, by the Icelander, Sigurd Stephanius, in the year 1570. 4¾x4¼. [2

III. The North Atlantic, by the Icelander, Gudbrandus Tortacius, in the year 1606. 4¾x4⅛ [3

IV. The ocean and the Islands between Western Europe and Eastern Asia, from the Globus of Martin Behaim, 1492. 6x4. [4

V. The East-Coast of North-America, by Juan de la Cosa, in the year 1500. 6x4⅛. [5

VI. A Chart of the New world, by Johann Ruysch, 1508. 6x4. [6

VII. North-America from the Globe of Johann Sehouer 1520. 6x4. [7

VIII. Newfoundland, Labrador and Greenland, from a Portuguese Chart of the year 1504. 5⅝x4¼. [8

IX. Nova Scotia, Newfoundland and Labrador, by Pedro Reinel, made about 1505. 6¼x4¼. [9

X. Parts of North America, from a Portuguese map in about the year 1520. 5¾x4¼. [10

XI. New France, by the Italian, Iacomo di Gastaldi, in about the year 1550. 7¾x6. [11

XII. Tierra Nueva, by Giro Ruscelli, 1561. 6x4½. [12

XIII. North-America, made by Michael Lok, in the year 1582. 8¾x7. [13

XIV. From a map of the World made in the year 1536 by B. Agnese. 4½x4½. [14

XV. (a) North-America from a map of the World in Ptolomy Edit: Basle 1530. 4x3. (b) North-America from a map made by G. Ruscelli in the year 1544. 4 x 3. (c) North-America from a Parlotano made in the year 1536. 4x3. (d) North-America, from a map made by Diego Hamem, in the year 1540. 4x3. (Size of entire plate 8x6.) [15

XVI. The East-Coast of North America, by D. Ribero, in the year 1529. 6x4½. [16

XVII. Several sketches of the East Coast of the U. S. by different authors. 6¼x8¼. [17

XVIIIa. Newfoundland and the Gulf of St. Lawrence, by Gaspar Viegas, 1534. 5½x4. [18

XVIII. From a French map of the World made in the year 1543. 8x6. [19

XIX. North America from an atlas of Nic: Vallard de Dieppe, made soon after the year 1543. 8¼x6¾ [20

XX. From Sebastian Cabot's map of the World, made in the year 1544. 7x6¼. [21

XXI. The Northeast parts of North-America, by Diego Hamem 1558. 8¼x6½. [22

XXII. East-Coast of North-America, from the Map of the World, by G. Mercator, Duisburg, 1569. 8¼x6½. [23

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3. Sketch of the imaginary Ranges of Highlands reported by the British surveyors under the treaty of Ghent, as extending across the State of Maine. 11½x10½. [60

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5. Map exhibiting the principal Original Grants and Sales of land in the State of Maine. By Moses Greenleaf. 1829. 32x23½. [62

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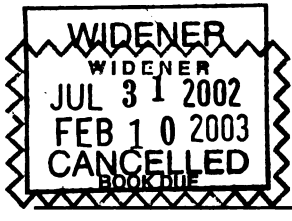

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